

REPORT  
ON  
INDIA MARITIME WEEK-2025

DIRECTORATE GENERAL OF SHIPPING,  
MUMBAI

07.11.2025

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## **Coastal States Session Report** [Maharashtra, Gujarat, Assam, Goa, Odisha, Andhra Pradesh, Andaman and Nicobar, Karnataka, Tamil Nadu]



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## 1. Maharashtra State Event

### 1.1. Time-wise agenda including major sessions and activities

The Maharashtra State Session at India Maritime Week 2025 (IMW 2025), held on October 27, 2025, from 2:00 PM to 6:00 PM at Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai, the session convened various stakeholders, including government officials, industry leaders, and international delegates. It highlighted Maharashtra's 720-km coastline, existing ports like Jawaharlal Nehru Port Authority (JNPA) and Mumbai Port, and ambitious projects aligned with national visions. Key themes included **port-led development, shipbuilding innovation, and sustainable urban mobility**, with live discussions on policy reforms and investment opportunities. The session culminated in the signing of **15 Memorandums of Understanding (MoUs) worth ₹56,000 crore**, reinforcing Maharashtra's role as a Blue Economy powerhouse.

Start Time	End Time	Description
02:00 PM	02:05 PM	Opening by Emcee; Welcome of Dignitaries
02:05 PM	02:10 PM	Opening address by Additional Chief Secretary, Transport & Ports, Govt of Maharashtra, Shri Sanjay Sethi (IAS)
02:10 PM	02:20 PM	Address by Hon'ble Minister of Fisheries & Ports, Govt of Maharashtra, Shri Nitesh Rane
02:20 PM	02:30 PM	Keynote address by Hon'ble CM of Maharashtra, Shri Devendra Fadnavis
02:30 PM	02:35 PM	Vote of Thanks by the Chief Executive Officer, Maharashtra Maritime Board, Shri Pradeep P (IAS)
02:35 PM	02:45 PM	Break
		<b>Panel Discussion 1: Making Vadhvan Happen- Increased Role of State Government</b>
		Presentation by the ACS (Transport & Ports), highlighting the role and contribution of the State Government in the development of Vadhvan Port
		Panel Discussion:
02:45 PM	03:20 PM	1. Mr Sanjay Sethi, IAS, ACS (Ports & Transport), GoM 2. Mr Unmesh Wagh, IRS, Dy. Chairman, Jawaharlal Nehru Port Authority 3. Mr Rinkesh Roy, CEO & Joint Managing Director, JSW Infra 4. Mr Pranav Choudhary, CEO (Ports), Adani Ports and SEZ 5. Mr Pavithran M Kallada, Dy. Managing Director, PSA India Moderator: Mr Vivek Ogra, Partner, EY
03:20 PM	03:25 PM	Q & A Interaction with representatives from the Government and Industry
03:25 PM	03:35 PM	Break
		<b>Panel Discussion 2: Maharashtra: Spearheading India's Shipbuilding Ambitions</b>
		Presentation by the CEO, MMB, on Maharashtra's Shipbuilding, Ship Repair, and Ship Recycling Policy 2025
		Panel Discussion:
03:35 PM	04:10 PM	1. Mr Madhu S Nair, Chairman & Managing Director, Cochin Shipyard Limited 2. Mr Pradeep P, IAS, CEO, Maharashtra Maritime Board, GoM 3. Mr Daan Koetje, General Manager, Royal IHC 4. Mr Rutgar Van Dam, Business Development Manager, Damen Shipyards 5. Representative from Chowgule & Company Pvt. Ltd. Moderator: Cdr JR Samuel (Retd.), Technical Director, Haskoning

Start Time	End Time	Description
04:10 PM	04:15 PM	Q & A Interaction with representatives from the Government and Industry
04:15 PM	04:25 PM	Break
		<b>Panel Discussion 3: Water Metro: A Reality in the Making</b> Presentation by the CPO, MMB, on Water Metro for the Mumbai Metropolitan Region (MMR) Panel Discussion:
04:25 PM	05:00 PM	1. Mr Loknath Behera, MD, KMRL 2. Mr Ashim Mongia, MD, M2M Ferries 3. Mr Nakul Virat, CCO, Candella 4. Mr Jurgen Bailom, President & CEO, Cordelia Cruises 5. Mr Sandith Thandasherry, CEO, Navalt Moderator: Mr Shaji PJ, Chief General Manager, KMRL
05:00 PM	05:05 PM	Q & A Interaction with representatives from the Government and Industry
05:05 PM	05:10 PM	Closing address by CEO, Maharashtra Maritime Board, Shri Pradeep P (IAS)
05:10 PM		End of Event

**Maharashtra State SPOC** | Dinesh Gusain II +91 9899758156 II dinesh@blackbrix.com

## 1.2. Event Highlights

- Inaugural Keynote by CM Fadnavis:**

**Shri Devendra Fadnavis**, Hon'ble Chief Minister of Maharashtra, lauded the state's maritime progress and the signing of multiple **Memoranda of Understanding (MoUs)** aimed at transforming Maharashtra into a leading maritime and logistics hub.

He announced that the **cumulative investment commitments under the new MoUs amount to approximately ₹56,000 crore**, covering diverse areas such as **shipbuilding, ship repair, water transport, technology development, and maritime training**. Beyond financial investment, several **strategic MoUs** will foster collaboration in **technology development, human resource creation, and the establishment of Centres of Excellence** in the maritime sector.

### Key Pointers

- Integrated Maritime Ecosystem:**  
The MoUs collectively aim to strengthen Maharashtra's maritime ecosystem through infrastructure development, innovation, and industry partnerships.
- Water Transport Expansion:**  
Shri Fadnavis highlighted the success of Mumbai's **first Ro-Ro service**, launched in 2017, which has significantly reduced travel time and congestion. Building on this success, the government plans to **expand urban water transport routes** across Mumbai and surrounding regions.  
  
He also announced the development of a **water taxi service from the upcoming Navi Mumbai International Airport to the Gateway of India**, positioning it as **India's first airport-linked water transport corridor**.
- Sustainable Mobility and Clean Energy:**  
Emphasized Maharashtra's commitment to **clean and green maritime mobility**, announcing an MoU focused on **electric (EV) and clean-fuel vessels**. He stressed the need to build a complete **EV maritime ecosystem**, ensuring that water transport remains both **economical and sustainable**.

- World-Class Infrastructure:**  
Plans are underway to create a **state-of-the-art marina in Mumbai**, promoting both **water transport and water sports** as part of a broader maritime tourism initiative.
- Alignment with National Vision:**  
Shri Fadnavis credited **Prime Minister Narendra Modi's leadership** for placing the maritime sector at the forefront of India's growth strategy through initiatives on **port-led development, shipbuilding, and the blue economy**. He reaffirmed Maharashtra's full alignment with this national vision.
- Vadhavan Port – Gateway to the Future:**  
He described the upcoming **Vadhavan Port** as a transformational project that will rank among the **top 10 ports globally from inception**, ensuring Maharashtra's leadership in maritime trade for the next 50 years.
 

***“Vadhavan Port is not just a port — it will anchor India's position in global supply chains and unleash the country's maritime potential.”***
- MoU Signing Ceremony:** A marquee highlight was the inking of 15 MoUs totaling ₹56,000 crore, attended by Minister Shri Nitesh Rane and ACS Shri Sanjay Sethi. Standouts included Adani Ports' ₹42,500 crore for Dighi Port expansion, JSW Infra's ₹3,709 crore for Jaigarh/Dharamtar upgrades, and international tie-ups like Candela (Sweden) for electric vessels and Abu Dhabi Ports for UAE collaboration

Partner	Purpose	Investment
Dighi Ports	Port expansion	₹42,500 Cr
JSW Infrastructure	Jaigad & Dharmatar	₹3,709 Cr
Chowgule	Ship repair facilities in Maharashtra	₹5,000 Cr
Synergy Shipbuilders and Dock Limited	Shipyards facilities in Maharashtra	₹1,000 Cr
Goa Shipyards Limited	Shipyards facilities in Maharashtra	₹2,000 Cr
IIT Bombay (x 3 MOUs)	R&D, Centre of Excellence, Skilling, Executive Post Graduate Diploma courses	-
TSA Enterprises Pvt. Ltd.	CFS & Shipyards	₹1,000 Cr
Candela (Sweden)	Passenger EV vessels	₹500 Cr
Atal Turnkey Projects	Netherlands–Maharashtra maritime cooperation	-
Eachandia (Sweden)	Battery assembly	₹10 Cr
Mumbai Port Authority	Water transport	-

### 1.3. Panel Spotlights

**Opening Address by Shri Sanjay Sethi, IAS, Additional Chief Secretary, Transport & Ports, Government of Maharashtra**

#### Key Highlights from the Address

##### 1. Vadhavan Port Project – Milestones & Approvals

- DIB Clearance:** Granted on 31 July 2023
- Environmental Clearance (EC):** Granted by early 2024
- Cabinet Approval:** Secured on 19 June 2024
- Foundation Stone Ceremony:** Scheduled for 30 August 2024, to be led by the Hon'ble Prime Minister

##### 2. Design Optimizations – Cost Efficiency & Environmental Sustainability

- Port location shifted over 5 km offshore, connected via a 1.5 km trestle

- Sand sourcing planned from dam sites to avoid ecological impact on fragile Talukas
- Emphasis on life-cycle cost management to reduce operational expenditure (OPEX)

### 3. Enhanced Role of the State Government – A First-of-its-Kind Initiative

- **Equity Participation:** Government of Maharashtra to hold 26% in VPPL; JNPA to hold 74%
- **Public Engagement:** Strong support from local administration and police during public hearings
- **Land & Regulatory Facilitation:** Active involvement of MCZMA, PESO compliance, and forest/revenue land approvals
- **Connectivity Infrastructure:**
  - 50% of rail connectivity supported by the state
  - Contributions from MRIDC, PWD
- **Utilities Provisioning:** Water and power to be provided exclusively by the state
- **Skill Development:** Joint training programs by JNPA and GoM for port-related employment
- **Fisheries Compensation:** Validated by Central Marine Fisheries Research Institute and the state government

### 4. Visionary Additions to the Project Ecosystem

- **Greenfield Airport:** Feasibility study currently underway
- **Nasik–Wadhavan Road:** Fully funded by the state government
- **Water Transport:** Ambitious program under development
- **Urban & Industrial Expansion:** Envisioned as the fourth city of Mumbai, with linkages to MMLP and SEZs

#### 1.3.1. Panel Discussion 1: Making Vadhvan Happen- Increased Role of State Government

The panel discussion was moderated by **Vivek Ogra (EY)** and brought together senior leaders to share insights on sustainable port development, digital transformation, and community partnership.

The session featured **Unmesh Sharad Wagh (JNPA)**, **Rinkesh Roy (JSW Infrastructure)**, **Pranav Chaudhari (Adani Ports)**, **Pavithran Kalada (PSA)**, and **Sanjay Sethi** as the distinguished speaker.

The panel underscored India’s evolving maritime strategy — balancing infrastructure expansion with digital integration, green transition, and inclusive community participation.

**Sh. Unmesh** emphasized JNPA’s unique experience as the only Indian port authority managing **container, liquid, and reclamation projects**, including seven years of work on **Wadhavan Port Phase 1**.

He highlighted JNPA’s achievement as **India’s top-ranked port** and **#23 globally** on the World Bank’s Container Port Performance Index (CPI), remarking:

**“JNPA knows how to make ports. No one in India knows more.”**

**Pranav Chaudhari** of Adani Ports stressed the value of **state equity participation** to accelerate project execution, along with a holistic approach that combines **connectivity, scalability, phased construction, digital-first planning, and community engagement**.

### “Plan for uncertainty. Digital is not a retrofit,”

**Rinkesh Roy** of JSW Infrastructure shared that **three greenfield ports** are under construction under JSW’s portfolio. He identified **regulatory clearances, social sensitivity, and skill gaps** as the biggest hurdles, while calling for stronger state support and skill development initiatives.

### “It’s a way of life, not just land. Fill the skill gap through institutes.”

**Pavithran Kalada** from PSA highlighted the importance of building a **comprehensive cargo ecosystem** that supports **industrialization, last-mile connectivity, and system integration**, noting:

### “Cargo is not transshipment — it’s inbound consumption.”

**Sanjay Sethi**, urged industry leaders to **embrace uncertainty and lead with vision**, while focusing on **green partnerships** and **regulatory consistency**.

### “Consistency in law and order, along with patience, builds investor confidence,”

#### Audience Interaction Highlights

The interactive session included questions from local stakeholders:

- Local Youth Representative:** Expressed the community’s preference for land ownership over sale.  
**Response (JNPA):** No private land will be acquired; local participation will be enabled through **CFSS and warehouse ownership**, with **land used as equity** and **technical support from external partners**.
- Port Planner:** Asked about project phasing and connectivity.  
**Response (JNPA):** Due to higher-than-expected demand, project phases may be merged, with **dedicated NHAI, PWD, and coastal roads** ensuring robust circulation.
- MEDA Representative (Green Hydrogen):** Enquired about the port’s potential as a bunkering hub.  
**Response (JNPA):** Manufacturing will be restricted on reclaimed land, but **liquid terminals and tank farms** are planned to support **bunkering and export** activities.

#### 1.3.2. Panel Discussion 2: Maharashtra: Spearheading India's Shipbuilding Ambitions

**Presenter:** Shri Pradeep P, IAS, CEO, Maharashtra Maritime Board (MMB)

**Moderator:** Cdr. J. R. Samuel (Retd.), Technical Director, Haskoning

#### Panelists:

- Mr. Madhu S. Nair, Chairman & Managing Director, Cochin Shipyard Limited (CSL)
- Mr. Daan Koetje, General Manager, Royal IHC
- Mr. Rutgar Van Dam, Business Development Manager, Damen Shipyards
- Chowgule & Company Pvt. Ltd.
- Mr. Ameya Pratap Singh, Adani Group

#### Opening Session

Shri Pradeep P, CEO of MMB, presented the Maharashtra Shipbuilding, Ship Repair, and Ship Recycling Policy 2025, which aims to position Maharashtra as a national hub for shipbuilding and allied maritime industries. The policy outlines six

strategic pillars designed to strengthen industrial competitiveness and attract both domestic and foreign investment.

### Key highlights:

- **Development Models:** Cluster-based, port-tied, and standalone shipbuilding zones.
- **Capital Subsidy:** 15% subsidy disbursed in four installments during project execution, effectively offsetting 25–30% of the cost differential faced by Indian yards.
- **Infrastructure Support:** Development of road, rail, and utility linkages by MMB.
- **Regulatory Coordination:** Streamlined approvals and inter-agency facilitation.
- **Skill Development:** 60% support (up to ₹5 crore, whichever is lower) and 50% support up to ₹1 crore per year for five years.
- **R&D Promotion:** Incentives for innovation, design capability, and green technology adoption.
- **Identified Cluster Locations:** Nandgaon, Dighi, and Vijaydurg (Detailed Project Reports in progress). Additionally, 11 standalone sites have been earmarked, with the policy remaining open to further private proposals.

### Panel Discussion: Industry Perspectives

The panel discussion following the presentation explored the **practical pathways, challenges, and global benchmarks** for implementing the policy vision.

- **Mr. Madhu S. Nair (Cochin Shipyard Limited)**

Mr. Nair emphasized the need for **long-term policy consistency** to build industry confidence, highlighting that the **defense-commercial balance**, and alignment of **scope, time, and price**, form the “golden triangle” of successful shipbuilding.

- **Chowgule & Company Pvt. Ltd.**

The Chowgule representative noted that India should focus on **specific product verticals** rather than attempting to compete across all segments. “Focus must be on chosen niches — China’s scale is an exception, not a benchmark,” he remarked, advocating specialization to build global competitiveness.

- **Mr. Daan Koetje (Royal IHC)**

Speaking from an international perspective, Mr. Koetje observed that **India’s shipbuilding horizon is brighter than that of the Netherlands**, given its growing market and manufacturing base. He emphasized the need to develop **capability in complex integration**, including advanced systems and green propulsion.

- **Mr. Pradeep P (MMB)**

Further elaborating on the policy design, Mr. Pradeep stated that the **15% capital subsidy**, linked to project execution, has been structured to ensure cash flow support during the construction phase.

“Our aim is to reduce the cost gap by nearly a third and make Maharashtra globally competitive,” he explained, reinforcing that incentives will be performance-tied rather than back-ended.

- **Mr. Ameya Pratap Singh (Adani Group)**

Mr. Singh highlighted the importance of **ecosystem development** to reduce lead times and dependence on imports.

“Local manufacturing of spares and components — as demonstrated by our tug fabrication in Patna — can transform turnaround efficiency,” he said, underscoring the need for **regional supplier networks** and a **maritime MSME ecosystem**.

### 1.3.3. Session on Innovative Mechanisms for Ship Financing (CMEC-RIS session)

- Addressed by: Shri Nitin Gadkari, Union Minister of Road Transport & Highways, key highlights
  - India's maritime sector valuation: Nearly USD 1 trillion (₹84 lakh crore)
  - **Key message:** Vast investment potential in ports, shipping, and logistics
  - **Financing models:** Success of MoRTH in mobilizing ₹1.4 lakh crore via ToT, InvITs, PPP
  - Private participation raised from 10% to 35% in highways; similar approach suggested for maritime
  - **Benefits:** Accelerated project execution, improved quality, reduced government burden
  - Report launched: CMEC (RIS) - India Maritime Report 2025-26 titled **'Uniting Oceans, One Maritime'**
  - Sagarmala 2.0 objectives: Boost shipbuilding, repair & recycling, enhance port efficiency, strengthen

### 1.4. Outcomes & Key Takeaways

The session yielded tangible outcomes, positioning Maharashtra as a maritime investment magnet and aligning with national goals under Maritime India Vision 2030 and Amrit Kaal Vision 2047. Key deliverables and insights include:

- Investment Commitments: 15 MoUs unlocked ₹56,000 crore across ports, coastal fisheries, tourism, and skill development.
- Policy Advancements: Official rollout of Shipbuilding Policy 2025, targeting 33% national share by 2030 through clusters, subsidies, and green recycling.
- Strategic Partnerships: Enhanced global ties, including UAE/Netherlands MoUs for tech transfer and QUAD-aligned port corridors. Vadhavan discussions resolved funding hurdles, with JSW/Adani pledging multimodal linkages.

#### Key Takeaways:

- **Port-Led Growth:** Vadhavan as a "benchmark for Centre-State collaboration," enabling 10,000 MTPA national capacity by 2047.
- **Innovation Drive:** Policy emphasizes clean tech (e.g., hybrid tugs) and skilling for 3.3 lakh jobs by 2047.
- **Sustainability Focus:** Water Metro as a model for eco-urban transport, integrating with Navi Mumbai Airport for tourism.

### 1.5. Photographs & Collaterals

Inaugural Group Photo

MoU Signing Ceremony



## 2. Gujarat State Event

### Gujarat State SPOC

Vipul Mehta II +91 94673 79091 II vipul@blackbrix.com

#### 2.1. Time-wise agenda including major sessions and activities

The Gujarat State Session was held on October 27, 2025, from 2:00 PM to 4:00 PM at the Atlantic Ocean Hall, Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai. Themed "**Holistic Investment in Gujarat**," it emphasized port-led urban development, green shipbuilding, ship recycling, green steel, energy transition, and innovation-led port city growth under Gujarat's Maritime Vision 2030. The event covered Gujarat's ambitious maritime vision, major policy interventions, and industry perspectives on challenges and opportunities. Gujarat's maritime sector handles a significant share of India's cargo, especially in LNG/LPG and petrochemicals, with 4 out of 8 Indian LNG terminals located in the state.

Start Time	End Time	Session & brief of Discussions	Name of Speaker / Dignitary
2:00 PM	2:15 PM	Welcome address & Presentation Gujarat Vision: Overview and investment opportunity in Gujarat.	Shri Rajkumar Beniwal, IAS Vice Chairman & CEO, GMR
2:15 PM	2:20 PM	Felicitation of dignitaries on the dais	
2:20 PM	2:25 PM	AV Film on Gujarat: Powering India's Maritime Growth	
2:25 PM	2:30 PM	Special Address	Shri R C Meena, IAS Principal Secretary, Ports & Transport Department, Gujarat
2:30 PM	2:40 PM	Keynote Address by Session Chair (State Minister)	Hon'ble Minister from GoG – To be decided
			<b>Moderator</b> - Mr. Mihir Shah, EY
			<b>Panelists</b>
			a. <b>Shri Sushil Kumar Singh</b> - Chairman, Deendayal Port Authority Ministry of Ports, Shipping and Waterways
			b. <b>Mr. Shobhit Kapoor</b> , Marine Operations Manager – South Asia WestLloyd's Register Marine and Offshore Services India LLP
2:40 PM	3:40 PM	Panel Discussion	c. <b>Mr. Maurice Jensen</b> , Senior Researcher Port & Shipping, Erasmus University Rotterdam
			d. <b>Shri Pramod Narang</b> Director Technical- Petronet LNG
			e. <b>Mr. Wim Van Gerven</b> , Vice President - Director of Operations AM/NS – India
			f. <b>Capt Deepak Tewari</b> , Managing Director, MSC India
			g. <b>Mr. Rajeev Nayyer</b> , Advisor, Swan Defence and Heavy Industries Limited
3:40 PM	3:50 PM	Exchange of MoUs	

Start Time	End Time	Session & brief of Discussions	Name of Speaker / Dignitary
3:50 PM	4:00 PM	Presentation of Mementoes and Photograph	
4:00 PM	4:05 PM	Closing Remarks & Vote of Thanks	Chief Engineer, Gujarat Maritime Board

## 2.2. Event Highlights

The Gujarat State Session was marked by key highlights as below:

- **Panel Discussion:** The Panel discussion was moderated by Mr. Mihir Shah and was joined by dignitaries from **Government** (Port Authority), **academia** (Erasmus University Rotterdam, MSC India), and **industry** (Lloyd's, Petronet LNG, AM/NS, Swan Defence and Heavy Industries). The conversation centered around emerging opportunities in the development of **port cities, green fuels, and shipbuilding and repair infrastructure**.

### Key panel discussion highlight:

- **Mr. Sushil Kumar** shared Gujarat's vision for establishing maritime clusters under the EPC (Engineering, Procurement, and Construction) model. He emphasized the urgent need for capacity building, identifying it as a major bottleneck in the sector due to the current shortage of skilled expertise in India.
- **Mr. Rajeev Nayar** outlined three critical drivers for the maritime industry: **efficiency enhancement, capacity building, and cost effectiveness**.
- **Mr. Sobhit Kapoor** highlighted that India contributes less than 01 percent to global shipbuilding and ship repair. On a scale of 1 to 5, India currently stands at 2, underscoring the need for significant progress through design innovation and technological advancement.
- **Capt. Deepak Tiwari** spoke about the vast collaboration opportunities and growing demand in shipyard and dry dock sectors. He stressed the importance of leveraging these opportunities to build a modern maritime industry, drawing parallels with the growth trajectories of China, UAE, Singapore, and Japan.
- **Mr. Wim Van Gerven** discussed the potential of green steel—an emerging yet costly segment. He highlighted its advantages over traditional steel, particularly in terms of sustainability and long-term benefits.
- **Mr. Maurice Jensen** emphasized the importance of academic collaboration and joint research initiatives to reshape the maritime industry. He reiterated the need for capacity building through institutional partnerships.
  - **Mr. Pramod Narang** shared Petronet LNG's plans to raise approximately ₹12,000 crore in debt to fund the expansion of its petrochemical plant under construction in Gujarat. This initiative aligns with the company's broader strategy to strengthen its investment footprint and contribute more significantly to India's energy sector.
- **Plenary Session highlights:**
  - a. Gujarat has a coastline of 2,340 Km and handles 40 percent of India's cargo.
  - b. Gujarat Maritime Board is the nodal agency driving the maritime sector
  - c. India largest Ship Recycling Yard at Alang, Gujarat contributes to ~ 98 percent of ship recycling.
  - d. Policy framework adopted by the State in last decade are **Revision of schedule of Port Charges, Stevedoring Regulation and Dry Dock Policy 2025**.
  - e. **Shipbuilding and Repair policy** is in plans to be rolled out shortly.
  - f. GMB vision 2047 as presented by Gujarat Maritime Board:

- Capacity expansion of non-major ports
- Building of Ship building and recycling hub
- Implementing strategic policies
- Ensuring seamless connectivity
- Development of maritime soft services ecosystem

**g. Key investments/infrastructure projects in the State:**

- Locations being finalised for setting up of two mega ship building cluster with a combined capacity of 1.8 million GT and three locations for shipyards
  - IoT project under consideration
  - Expansion plan of Alang with upgradation of Alang training institute
- **MoU Ceremony:** The session finally concluded with Signing of MoU between Port of Rotterdam and the Deendayal Port Authority (Kandla Port). The MoU is to facilitate institutional cooperation and digital knowledge exchange, ensuring that Indian ports are aligned with global standards in efficiency and sustainability.

### 2.3. Outcomes & Key Takeaways

Outcomes included investment pledges and long-term frameworks for sustainable growth.

- **Investment and Partnerships:** Multiple MoUs signed. Key signings included Adani Ports (green expansions), APM Terminals (upgrades), and international collaborations for green bunkering tech.
- **Policy and Infrastructure Boost:** Announcement of Gujarat Maritime Policy 2025 updates, including subsidies for hybrid vessels, ship recycling regulations for international certifications, and a dedicated Blue Economy Fund (₹5,000 crore seed capital). Feasibility for a new greenfield port at Simar (Kutch) advanced, with DPR to be completed by Q2 2026; emphasized smart port cities, digital logistics, and energy transition with renewables and green hydrogen.
- **Global and Regional Ties:** Strengthened Indo-Dutch and QUAD partnerships, with follow-up webinars planned for November 2025. The session facilitated 200+ B2B leads, focusing on Alang's recycling capacity expansion to 8 million DWT annually and demand-side integration for scalable, eco-friendly steel.

#### Key Takeaways:

- Gujarat's maritime sector is poised for major expansion, underwritten by robust policy, industry investment, and innovation.
- Ship recycling and green steel production are core focus areas, with international certification, digital traceability, and circular economy integration being advanced.
- Port city development will rely on ecosystem approaches, governance innovation, and education-driven industry connectivity.
- The energy transition agenda includes natural gas, renewables, and green hydrogen, supported by large-scale infrastructure and net-zero commitments.
- Across session, the theme stressed that aligned vision, public-private collaboration, and forward-looking policies are central for Gujarat's maritime ambitions.

### 2.4. Photographs & Collaterals



### 3. Assam State Event

<b>Assam State SPOC</b>	Santosh Biswa II +91 7002052974 II
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#### 3.1. Time-wise agenda including major sessions and activities

The Assam State Session was held on October 29, 2025, from 10:00 AM to 1:00 PM at the Indian Ocean Hall, Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai.

Start Time	End Time	Session & Brief of Discussions	Speaker / Dignitary
10:00 AM	10:05 AM	Welcome of dignitaries on stage and lighting of lamp	—
10:05 AM	10:15 AM	Felicitation of dignitaries	Shri Aditya Vikram Yadav, IAS, Managing Director, Assam Inland Waterways Co. Ltd.
10:15 AM	10:25 AM	Opening Remarks	Shri Gaurav Upadhya, IPS, Additional Secretary, Govt. of Assam, Transport Department
10:25 AM	10:35 AM	Keynote Address	Shri Gyanendra Dev Tripathi, Principal Secretary, Govt. of Assam, Transport Department
10:55 AM	12:15 PM	Panel Discussion: Future of Cargo Economy in the Northeast – Challenges, Opportunities, and Pathways for Modal Shift to Inland Waterways	Moderator: Shri Aditya Vikram Yadav, IAS, Managing Director, Assam Inland Waterways Co. Ltd.

#### 3.2. Event Highlights

The Assam State Session was marked by key highlights as below:

- **Welcome and Felicitations:** Dignitaries including Principal Secretary Shri Gyanendra Dev Tripathi, and panelists were welcomed and felicitated.
- **Opening Remarks:** Emphasized Northeast's riverine potential (Brahmaputra and Barak systems comprising 32% of India's water resources); highlighted untapped cargo (e.g., tea, silk, bamboo, spices, rubber); challenges like inconsistent navigability, turnaround time, and multiple cargo handling; called for ecosystem robustness to incentivize modal shift to eco-friendly waterways.
- **Keynote Address (Shri Gyanendra Dev Tripathi):** Stressed cargo over passenger transport; opportunities in cruise tourism and blue economy; role of NW2 (Brahmaputra) and NW16 (Barak) connected via Indo-Bangladesh Protocol Route; Jogighopa MMLP as game-changer with multi-modal connectivity; need for terminal infrastructure, depth maintenance, and regional collaboration.
- **Inaugural Address (Hon'ble Minister):** Positioned Assam as Northeast gateway under PM Modi's vision; 15 NWs in Assam; developments at Jogighopa, Pandu, Dhubri, Silghat; promotion of shipbuilding, vessel leasing, crew training via AIWCL; eco-friendly initiatives; invitations to global investors for PPP in shipbuilding and MRO.

#### 3.3. Panel Discussion:

##### Panelists

- Shri A.K. Bansal, Chief Engineer, Inland Waterways Authority of India
- Shri Arnab Bandopadhyay, Lead Transport Specialist, India, World Bank
- Shri R. Ganesh, Head and Chief Executive, L&T Geostucture Private Limited
- Shri Sohel Kazani, Founder and Managing Director, Bharat Freight Group
- Sh. Nivesh, Chaudhary, Co-Founder and Managing Director, ASCELA
- Aditya Vikram Yadav, IAS, MD, AIWCI
- Shri Hanif Nurani, ACS, Mission Director, Assam Skill Development Mission

### Key panel discussion highlight:

- **Shri Arnab Bandopadhyay (World Bank):** Praised Assam's corporatization of IWT; integrate water resource management with logistics; focus on smaller vessels (200-300T) for tributaries; develop "key walls" (small terminals) and green economic zones; customize passenger vessels for e-commerce freight.
- **Shri R. Ganesh (L&T):** Shared experiences moving heavy cargo via waterways; praised Gateway Guwahati (5-link span, all-weather) and Jogighopa; upcoming Pandu ship repair facility; advocated multi-hub terminals and scaling to 500 MMTPA by 2047.
- **Shri A.K. Bansal (IWAI):** Robust infrastructure, private collaboration, policy support; 100% central funding for non-NW waterways; dredging from Dhubri to Sadiya; terminals at Jogighopa/ Bogibeel (IWAI-operated), Pandu/Dhubri (PPP); pilot movements (e.g., 300T cement); 85 small jetties planned; EXIM via Bangladesh/Bhutan.
- **Shri Sohel Kazani (Bharat Freight Group):** Views terminals as international gateways; needs consistent, subsidy-free services; tech for low-draft vessels, self-handling gears, containerization; shipyard for maintenance; predictive analytics, night navigation; cost reduction to ₹1.50-2/kg; PPP for dredging/channel stability.
- **Shri Nivesh (ASCELA):** Multimodal integration (e.g., Rhine-Alpine RIS for real-time data); address mode-change delays/damages; leverage Jogighopa's air/rail/road; balance return cargo to reduce disparities.
- **Shri Hanif Nurani (ASDM):** Historical cargo routes; need skilled manpower for cargo/tourism vessels, repairs, navigation; marine skilling institute, crew training center; PPP for dedicated centers to boost local employment and blue economy.

**Audience Q&A:** Startup grants (up to ₹10 Cr via Innovation Dept./AISF); protocol route enhancements for Over Dimensional Cargo movement /people movement; competitive future for inland vs. foreign vessels post-2026 funding.

### 3.4. Outcomes & Key Takeaways

- Assam positioned as Northeast IWT hub with untapped cargo potential; need assured 365-day navigability, reduced turnaround time, and multimodal integration (e.g., Jogighopa MMLP) for modal shift from road/rail.
- **Policy synergies:** 100% central funding for non-NWs; streamline customs/documentation (e.g., Project Mishti revival); regulatory coherence between IWAI and state.
- **Infrastructure push:** Smaller vessels/terminals for tributaries; all-weather designs (e.g., Gateway Guwahati); ship repair at Pandu; tech for night navigation, predictive dredging, RIS.
- **Private sector role:** PPP for terminals/shipping lines/shipyards; containerization, low-draft tech; cost competitiveness (₹1.50-2/kg viable long-term).
- **Sustainability & skills:** Integrate flood/erosion management; green zones; local skilling via institutes/PPP to capture employment benefits.
- **Regional connectivity:** Leverage Indo-Bangladesh Protocol for EXIM (Bhutan/Nepal/Myanmar); smaller barges for tributaries; e-commerce via customized vessels.

#### 4. Andhra Pradesh State Event

<b>Andhra State SPOC</b>	Ajesh Nair II +91-9995583543 II ajesh@primuspatners.in
<b>Date and Time</b>	28th Oct   03:00 PM ~ 05:00 PM
<b>Theme</b>	Unlocking Andhra Pradesh's Maritime Advantage
<b>Type</b>	Panel discussion and plenary session
<b>Key Dignitaries</b>	<ul style="list-style-type: none"> <li>A. Mr. B.C. Janardhan Reddy, Ministry of Infrastructure &amp; Investments, GoAP</li> <li>B. Mr. M T Krishna Babu, IAS, Spl CS, Ministry of Infrastructure &amp; Investments, GoAP</li> <li>C. Mr. Damacharla Satyanarayana, Chairman, Andhra Pradesh Maritime Board</li> <li>D. Mr. Sivaprasad, Chairman, APIWA</li> <li>E. Mr. Praveen Aditya, MD, APADCL</li> <li>F. Mr. Abhishek Kumar, CEO. Andhra Pradesh Maritime Board</li> <li>G. Mr. Venkateswarlu G, Director, Shipbuilding, Hindustan Shipyard Limited</li> <li>H. Mr. Mukundan K, Strategic Initiatives &amp; Policy Advisory, National Investment and Infrastructure Fund (NIIF)</li> </ul>
<b>Panel moderator</b>	Mr. Davinder Sandhu – Co-founder and Chairperson, Primus Partners Pvt. Ltd.

#### Background:

With a **1,053 km coastline**, **Andhra Pradesh** is rapidly emerging as a **powerhouse in maritime trade and logistics**. The **Andhra Pradesh State Session** was conducted with the objective of showcasing the state's **world-class port infrastructure** and **seamless multimodal connectivity**, which together offer **unparalleled access to global shipping routes and hinterland markets**.

The state is focusing on **reducing turnaround times**, promoting **smart port automation**, and developing **sustainable inland waterways** to accelerate the growth of its maritime sector.

The **State Session on “Sailing through Andhra the future of Maritime Investment”** aims to bring together **global leaders** to explore opportunities in **port operations, logistics, and shipbuilding**, thereby reinforcing Andhra Pradesh's position as **India's Maritime Gateway to the East**.

#### Session highlights:

##### 1. Strategic Vision and Policy Focus

- Andhra Pradesh's is trying to leverage on the idea of “**Look East Policy**”, a cornerstone initiative aimed at enhancing connectivity and trade with **Southeast Asian economies**.
- The policy envisions leveraging the state's **strategic coastal advantage** to establish itself as a **gateway to East and Southeast Asia**, promoting international trade, tourism, and cultural exchange.

##### 2. Export and Economic Strength

- Andhra Pradesh ranks as the **6th largest exporter** in India, reflecting its strong manufacturing base and export-oriented industries.
- Key export sectors include **marine products, pharmaceuticals, textiles, automobiles, and agri-based products**, driving consistent economic growth.

##### 3. Port Infrastructure and Maritime Strength

- The **East Coast of Andhra Pradesh** is endowed with **deep-draft ports** capable of handling **large and heavy vessels**, enabling global-scale maritime operations.
- The state currently operates **1 major port** and **5 non-major operational ports**, with **4 additional greenfield ports** under development.
  - Of these, **3 are being developed by the state government**, while **1 is a Public-Private Partnership (PPP) project**.
- **Ramayapatnam Port** is emerging as a **key transshipment hub**, designed to facilitate international cargo movement and reduce dependency on ports outside the state.

#### 4. Fisheries and Shipbuilding Potential

- Andhra Pradesh hosts **4 operational fishing harbours**, making it one of India's **leading states in fish production** and exports.
- The state has identified **potential locations for shipyards**, catering to different scales of operation:
  - **Durgarajapatnam** – proposed as a large shipyard
  - **Machilipatnam** – planned as a medium-sized facility
  - **Bhavanapadu** – identified for a smaller-scale yard
- These initiatives aim to promote **shipbuilding, repair, and maintenance ecosystems** along the coast.

#### 5. Inland Waterways and Multimodal Logistics

- Andhra Pradesh is home to **three National Inland Waterways** – **NW-4, NW-79, and NW-104**.
- **Requests for Proposals (RFPs)** have been floated to develop these waterways, which will enhance **cargo movement, reduce logistics costs**, and complement coastal shipping infrastructure.
- The integration of waterways with road, rail, and port networks is envisioned to make Andhra Pradesh a **multimodal logistics hub**.

#### 6. Industrial Corridors and Urban Development

- The state has identified **three industrial corridors**, strategically aligned with major ports and transportation routes, to promote **manufacturing, trade, and industrial clustering**.
- The capital city **Amaravati** is being envisaged as a **gateway hub for Eastern India**, offering advanced infrastructure, business parks, and investment-friendly facilities.

#### 7. Aviation Infrastructure

- Andhra Pradesh has a robust air connectivity network, with **7 operational airports, 1 under construction, and 7 more under various stages of development**.
- This extensive aviation infrastructure will facilitate **seamless passenger and cargo movement**, complementing maritime and road-based logistics.

#### 8. Institutional and Policy Framework

- The state has established **AP LINC (Andhra Pradesh Logistics Infrastructure Corporation)** — a dedicated entity aimed at consolidating multiple logistics corporations under one umbrella to **streamline governance, attract investments, and raise capital** for logistics infrastructure projects.

- Key policies supporting this ecosystem include the **AP Maritime Policy** and the **Infrastructure Policy**, both designed to promote **port-led industrialization and logistics integration**.

## 9. Investment Promotion and Incentives

- Andhra Pradesh offers a **comprehensive set of incentives** for large and mega industries, which include:
  - **Investment subsidies** to encourage capital formation
  - **Top-up incentives** in addition to existing **Government of India schemes**
  - Support for **employment generation** and **local procurement**
  - **Power cost reimbursement** and infrastructure support
- The state provides **additional incentives** over and above national schemes, making it an **attractive destination for investors** in manufacturing, logistics, and maritime sectors.
- Dedicated **maritime policy incentives** further promote investment in **ports, shipyards, inland waterways, and allied infrastructure**.

## 10. Integrated Development and Governance

- Andhra Pradesh's approach emphasizes **integration across sectors** — linking **Port & Maritime Infrastructure, Inland Waterways, Fishing Harbours, Logistics, and Industrial Development** to ensure cohesive economic growth.
- The **Economic Development Board (EDB)** acts as the **Single Point of Contact (SPOC)** for investors, providing end-to-end support from project conceptualization to implementation, thereby ensuring ease of doing business and faster clearances.

### Panel discussion:

The Panel discussion was moderated by Mr. Davinder Sandhu and was joined by dignitaries from **PSA International, Hindustan Shipyard Limited, MSC, National Investment and Infrastructure**. The conversation centered around Unlocking Andhra Pradesh's Maritime Advantage focusing on 3 sub-themes: Port Operations, Logistics and Shipbuilding

### Key panel discussion highlight:

- Emphasized the importance of **port structuring** for efficient maritime operations.
- Highlighted that **port draft** is a crucial factor determining cargo capacity and the size of vessels that can be handled.
- Identified **significant investment opportunities** for the **modernization and mechanization of ports** to enhance efficiency and throughput.
- Pointed out **core challenges** in the **shipbuilding industry**, including limited demand generation and the capital-intensive, brick-and-mortar nature of the sector.
- Suggested the potential for **brownfield expansion** with minimal investment, addressing issues such as **steel conversion rates and audited utilization gaps**.
- Recommended establishing a **ship repair hub every 50 km** along the coastline and developing **hinterland regions as ship repair clusters**.
- Highlighted the **dependence on Original Equipment Manufacturers (OEMs)** with shipbuilders often acting as **system integrators**.
- Mentioned the **absence of data or concrete plans** for setting up foreign OEM centers and warehousing facilities in India.
- Observed that such initiatives could **significantly reduce overall shipbuilding timelines**.

- Noted that **import restrictions and SEZ-related challenges contribute to long turnaround times for ship repairs.**
- Stressed the need for **greater visibility of volume-related risks** to ensure sustainable maritime project planning.
- Emphasized the importance of **clarity on hinterland traffic movement** to improve port logistics and connectivity planning.

**MoU’s Exchanged:**

An MoU was signed between Government of Andhra Pradesh and Inland Waterways Authority of India (IWA) for developing the following National Waterways in the state of Andhra Pradesh at a total cost of project approximately **Rs. 150 Crores:**

- NW-4, Kakinada – Puducherry integrated canal system along with Krishna & Godavari rivers
- NW-79, Pennar River
- NW-104, Tungabhadra River

**Session pictures:**



## 5. Andaman and Nicobar UT Event

<b>Andaman and Nicobar SPOC</b>	Prashanth Sai II +91-9956464467 II prashanth.s@cochinport.gov.in
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### 5.1. Time-wise agenda including major sessions and activities

The Andaman and Nicobar UT Session at India Maritime Week 2025 (IMW 2025), held on **October 27, 2025, from 2:30 PM to 4:30 PM** at Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai, the session convened various stakeholders, including government officials, industry leaders, and international delegates. The session was organized to promote *Andaman & Nicobar Islands* as a key maritime and blue economy destination. It emphasized integrated infrastructure development, sustainable resource utilization, and collaborative partnerships between the public and private sectors to realize the islands' strategic and economic potential.

Start Time	End Time	Description
2:30 PM	2:35 PM	Welcome Address & Context Setting by <b>Shri B. Kasiviswanathan, IRSME, Chairperson, Cochin Port Authority</b>
2:35 PM	2:55 PM	Special Address by <b>Hon'ble Lt. Governor, Andaman and Nicobar Islands</b> Theme: "Andaman & Nicobar – India's Eastern Maritime Hub and Blue Economy Powerhouse" Setting the vision for maritime growth and regional integration.
2:55 PM	3:25 PM	<b>Panel Discussion: "Navigating Growth – Shipping, Tourism &amp; Fisheries"</b> (Moderated by <b>Dr. Chandra Bhushan Kumar, IAS, Chief Secretary, Andaman &amp; Nicobar Administration</b> )
		Focus: Accelerating cruise tourism, port-led infrastructure development and sustainable blue economy growth through public-private collaboration.
		<b>Discussion Segments</b>
		1. Strengthening Maritime Infrastructure - Modernization of ports, jetties, inter-island connectivity, yacht marina development and cruise terminals. (Insights by <b>Ms. Purva Garg, IAS, Secretary Shipping</b> )
		2. Blue Economy: Tourism and Fisheries Potential - Emerging prospects in cruise tourism, live aboard, houseboats, scuba diving circuits, water sports, seaplane operations, game fishing, blue flag beaches and coastal leisure tourism. (Insights by <b>Ms. Chanchal Yadav, IAS, Commissioner (Tourism &amp; Fisheries)</b> )
		3. Private Investment in Shipping: (Mr. Jadwet, Ship President Owner Association) (Insights by Director Fisheries)
3:25 PM	3:30 PM	4. Opportunities in maritime sports: (Mr. Vinod, PADI)
3:25 PM	3:30 PM	Q&A Session
3:30 PM	3:40 PM	Concluding Remarks (By Chief Secretary, Andaman & Nicobar Administration) Closing remarks by the Chief Secretary, summarizing key takeaways and highlighting Andaman & Nicobar's maritime potential — coastline, EEZ, inter-island cruise projects, GNI initiative, integrated fishing harbours and port infrastructure expansion. Outlining future possibilities, actionable steps, and the way forward.
3:40 PM	3:42 PM	Vote of Thanks

### 5.2. Event Highlights

1. Lt. Governor Admiral D.K. Joshi emphasized A&N's role as a **"strategic maritime gateway"** connecting India to the Indo-Pacific.
2. Discussion on port modernization, cruise tourism, and sustainable fisheries under the Blue Economy framework.

3. **Ms. Chanchal Yadav** shared insights on developing **coastal leisure tourism** and **Blue Flag beaches**. Industry representatives proposed private investments in **inter-island shipping** and **maritime sports**.
4. Chief Secretary's, **Dr. Chandra Bhushan Kumar**, concluding remarks focused on **actionable roadmaps** for integrated development of ports and fisheries.
5. The Andaman & Nicobar UT Session featured key dignitaries including **Admiral D.K. Joshi**, Hon'ble **Lieutenant Governor**, and **Dr. Chandra Bhushan Kumar, IAS, Chief Secretary**, along with senior officials **Ms. Chanchal Yadav, IAS**, and **Ms. Purva Garg, IAS**. Industry leaders such as **Mr. Jadwet** (Ship Owners Association) and **Mr. Vinod** (PADI India) shared insights on maritime growth and tourism.
6. The session focused on port modernization, blue economy initiatives, cruise tourism, and inter-island connectivity under the **Maritime India Vision 2030** and **Maritime Amrit Kaal Vision 2047**, positioning the islands as a key maritime and investment hub.

### 5.3. Outcomes & Key Takeaways

#### • Strategic Positioning

- Reinforced Andaman & Nicobar Islands as India's **Eastern Maritime Hub** and a vital link in the **Indo-Pacific** maritime network.
- Highlighted the islands' **geo-strategic advantage** with proximity to major global shipping routes and vast Exclusive Economic Zone (EEZ).

#### • Infrastructure & Investment

- Consensus on accelerating **port modernization**, including projects like **Galathea Bay Transshipment Port** and **Atlanta Bay Ship Repair Facility**.
- Renewed focus on **cruise terminals, yacht marinas, and fisheries infrastructure** under the Blue Economy framework.
- Encouragement of **public-private partnerships (PPP)** for sustainable infrastructure development.

#### • Tourism & Blue Economy Development

- Identification of A&N as a potential **global diving and eco-tourism destination**.
- Promotion of **cruise tourism circuits, yacht-based recreation, and marine adventure activities**.
- Recognition of **seaweed farming and tuna clusters** as emerging export-oriented sectors.

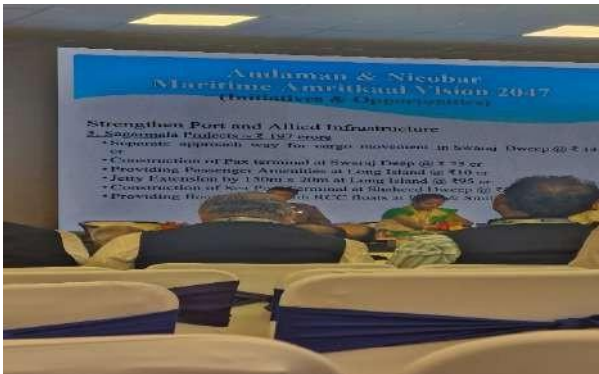
#### • Connectivity & Logistics Enhancement

- Support for **multi-modal connectivity**, including water metro, inland waterways, and strategic port-linked roads.
- Endorsement of **coastal voyage agreements** with Thailand, Malaysia, and Indonesia to boost regional trade and logistics.
- Emphasis on **digital integration** through the **CANI Submarine Cable** network for seamless operations.

#### • Sustainability & Skill Development

- Emphasis on **eco-responsible growth**, aligning with **Maritime India Vision (MIV) 2030** and **Maritime Amrit Kaal Vision (MAKV) 2047**.
- Advocacy for **skilling local manpower**, promoting **marine conservation**, and adopting **Industry 4.0 technologies** to enhance operational efficiency.
- Collaborative **Path Forward**
  - Commitment to **joint initiatives** between Cochin Port Authority and A&N Administration for project facilitation.
  - Agreement to establish a **follow-up task group** for investment promotion and inter-agency coordination.

**5.4. Photographs & Collaterals**



## 6. Odisha State Event

### Odisha State SPOC

Bidhan Chandra Ray, OAS II +91 9437234873 II  
commerce.addlsec.odisha@gmail.com

### 6.1. Time-wise agenda including major sessions and activities

The Odisha-State Session at India Maritime Week 2025, held on **October 27, 2025**, from **2:00 PM to 6:00 PM** at Hall No. 4, Indian Ocean, Goregaon, Mumbai, convened various stakeholders—including government officials, industry leaders and international delegates. It highlighted Odisha's 480-km coastline along the Bay of Bengal, major ports such as Paradip Port Authority, Dhamra Port Private Limited and Gopalpur Port Private Limited, and ambitious projects aligned with national maritime and Blue Economy visions. Key themes included port-led development, ship-building innovation, cruise-terminal tourism, and sustainable coastal logistics, with live discussions on policy reforms and investment opportunities. The session culminated in the signing of **nine Memorandums of Understanding (MoUs) worth ₹50,000 crore**, reinforcing Odisha's emergence as a Blue Economy powerhouse on India's eastern seaboard.

Start Time	End Time	Description
2:30 - 2:33 PM	welcome Address	Smt. Usha Padhee, IAS, Principal Secretary Commerce & Transport Department, Govt. of Odisha
2:33 - 2:36 PM	Context Setting	Shri. Manoj Ahuja, IAS, Chief Secretary, Govt. of Odisha
2:36 - 2:41 PM	Keynote Address	Shri. Bibhuti Bhushan Jena, Hon'ble Minister, Commerce & Transport and Steel & Mines, Odisha
2:41 - 2:46 PM	Video MoU Signing and Felicitating Industry Partners	
2:50 - 2:55 PM		
2:55 - 3:05 PM	Address by Chief Guest	Shri. Mohan Charan Majhi, Hon'ble Chief Minister, Odisha

### 6.2. Event Highlights

The session emphasised the state's ambition to position Odisha as **India's Eastern Maritime Gateway**, reflecting its 480-km (approx.) coastline and strategic ports.

The government unveiled a **maritime vision** with target to boost port handling capacity to **500 million tonnes annually** by 2047, backed by new port developments and infrastructure.

A major investment push: MoUs worth **₹ 50,000 crore** were signed during the session to accelerate port-led growth, shipbuilding, cruise infrastructure and inland water-logistics.

#### Strategic project announcements included:

- **A new satellite major port at Bahuda Muhana in Ganjam with investment approx ₹ 21,500 crore.**
- **A national mega ship-building and ship-repair cluster with around ₹ 22,700 crore investment.**
- **Cruise terminal development at Puri, reinforcing tourism + port synergy.**

The session stressed arrival of a **multi-port ecosystem**: augmenting existing ports like Paradip Port Authority, Dhamra Port Private Limited and Gopalpur Port Private Limited with additional greenfield developments.

Sustainability and blue economy themes were central: emphasis on green hydrogen hubs, ship-repair/ship-building clusters, inland waterways development and integrated coastal logistics.

The session fostered industry & investor engagement: panellists from ports, shipping, logistics, and maritime governance spoke about investor-friendly policy frameworks, maritime spatial planning and infrastructure readiness.

A strong heritage and culture narrative: the state drew on its historical maritime legacy (ancient Kalinga trade, coastal linkages) to reinforce its future-oriented maritime strategy.

### Key Moments Included:

#### • Inaugural Address by Chief Minister Mohan Charan Majhi:

The Odisha Chief Minister inaugurated the session, emphasizing the state's 480-km coastline and strategic location along the Bay of Bengal as a gateway to Southeast Asia. He credited the visionary leadership of Prime Minister Narendra Modi and Union Minister Sarbananda Sonowal for integrating Odisha into the Maritime India Vision 2030 framework. CM Majhi highlighted the upcoming **Bahuda Satellite Port** in Ganjam as a “game-changing project” expected to handle over 150 MMTPA and serve as an anchor for the state's port-led industrialization. He reaffirmed Odisha's aim to become **India's eastern maritime hub** through sustainable, green, and technology-driven development.

#### • MoU Signing Ceremony:

The event's marquee highlight was the signing of **nine MoUs worth ₹50,000 crore**, attended by Minister of State for Ports, Shipping & Waterways **Shri Shantanu Thakur** and senior officials including **ACS Shri G. Mathivathanan**.

- **Paradip Port Authority, Dhamra Port, and Gopalpur Port** announced expansion and modernization plans.
- **Adani Ports and JSW Infrastructure** committed investments in shipbuilding and cargo-handling facilities.
- Major MoUs included:
  - ₹21,500 crore for development of the **Bahuda Satellite Port** (Ganjam).
  - ₹22,700 crore for a **National Ship-Building & Ship-Repair Cluster** near Dhamra.
  - ₹500 crore for a **Cruise Terminal at Puri** to promote coastal tourism. Minister Thakur noted, “Odisha is emerging as the eastern maritime growth engine of India — combining ancient heritage with a modern vision for global trade.”

#### • Panel Spotlights:

- The “**Port-Led Development & Blue Economy**” panel, moderated by **EY's Vivek Ogra**, featured **Paradip Port Chairman P.L. Haranadh**, who discussed Odisha's strategic role in boosting India's cargo handling to 500 MMTPA by 2047.

- **Dhamra Port CEO Subrat Tripathy** and **JSW Infra's Rajiv Jain** outlined plans for green hydrogen hubs and electric-vessel adoption.
- The “**Shipbuilding Innovation**” session, led by **Cochin Shipyard CMD Madhu Nair**, explored Odisha's ship-repair cluster vision and Make-in-India shipyard opportunities.
- The “**Maritime Tourism & Coastal Logistics**” discussion showcased Puri and Chandipur as upcoming cruise and leisure nodes under the Odisha Maritime Policy 2025.

### Outcomes & Key Takeaways

The Odisha session positioned the state as a **strategic maritime investment magnet** aligned with the **Maritime India Vision 2030** and **Amrit Kaal Vision 2047**. Key outcomes include:

- **Investment Commitments:**  
Nine MoUs unlocking ₹50,000 crore in port expansion, shipbuilding, cruise terminals, and coastal tourism.
- **Policy Advancements:**  
Launch of the **Odisha Maritime Policy 2025**, targeting enhanced port capacity to 500 MMTPA by 2047, promoting cluster-based development and blue-economy industries.
- **Strategic Partnerships:**  
Global collaborations with **UAE, Japan, and Netherlands** for ship-repair technology, green energy transition, and smart port integration.
- **Sustainability & Innovation:**  
Focus on green shipping, clean-fuel bunkering, hydrogen hubs, and heritage-linked cruise tourism.
- **Employment & Skill Development:**  
Over **1 lakh new jobs** expected through shipbuilding, logistics, and maritime services, reinforcing Odisha's role as India's “Eastern Maritime Powerhouse.”

### 6.3. Outcomes & Key Takeaways

The Odisha State Session at India Maritime Week 2025 yielded significant outcomes, reinforcing Odisha's position as the maritime hub of India's eastern seaboard and aligning with the national objectives of **Maritime India Vision 2030** and **Amrit Kaal Vision 2047**. The event showcased Odisha's progressive policy ecosystem, strategic port infrastructure, and investor-ready maritime projects.

#### Key Deliverables and Insights:

- **Investment Commitments:**  
Nine (9) MoUs worth approximately **₹50,000 crore** were signed across diverse sectors including port expansion, logistics parks, shipbuilding, fisheries, cruise tourism, and skill development.
- **Policy Advancements:**  
Launch of the **Odisha Maritime Policy 2025**, focused on holistic maritime growth through port modernization, green shipbuilding, coastal tourism, and blue economy initiatives. The policy sets targets to enhance cargo handling capacity to **500 MMTPA by 2047**.

#### Report Launched:

- **CMEC (RIS) – India Maritime Report 2025-26**, titled “*Uniting Oceans, One Maritime Future,*” was unveiled during the session, emphasizing Odisha’s pivotal role in India’s maritime expansion and sustainable coastal development.
- **Strategic Partnerships:**
- Strengthened collaboration with global and domestic industry leaders including **Adani Ports, JSW Infrastructure, Dhamra Port Private Ltd.**, and international partners from the **UAE, Japan, and Netherlands** for technology transfer in ship repair, port digitization, and green hydrogen initiatives.

**Key Takeaways:**

• **Port-Led Growth:**

The state’s upcoming **Bahuda Satellite Port** in Ganjam and expansion projects at **Dhamra** and **Paradeep Ports** are set to boost Odisha’s port capacity, contributing significantly to the national target of **10,000 MTPA** by 2047.

• **Innovation Drive:**

The policy framework prioritizes establishment of shipbuilding and ship-repair clusters, smart-port technologies, and digital single-window systems for investors, expected to create over **1 lakh employment opportunities** in the maritime and logistics ecosystem.

• **Sustainability Focus:**

Odisha’s **Blue Economy Mission 2025** emphasizes environmental sustainability through green-port initiatives, renewable energy integration, coastal resilience programs, and eco-tourism development across Puri, Chandipur, and Gopalpur coasts.

**6.4. Photographs & Collaterals**





## 7. Goa State Event

**Goa State SPOC** Shri. Arjun L. Fadate II +91 85549 83862 II arjunfadate@gmail.com

### 7.1. Time-wise agenda including major sessions and activities

The Goa Session at India Maritime Week 2025 (IMW 2025), held on October 27, 2025, from 12.00 PM - 1.30 PM at Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai, the session convened various stakeholders, including government officials, industry leaders, and international delegates. The Goa Session presented highlighted the transformative journey of the Mormugao Port Authority (MPA) as it advances toward becoming a modern, sustainable, and globally competitive maritime hub. Graced by Dr. Pramod Sawant, Hon'ble Chief Minister of Goa, as the Chief Guest, and Shri Digambar Kamat, Hon'ble Minister for Ports, Public Works, and Legal Metrology, as the Guest of Honor, the session underscored Goa's strategic role in India's maritime growth story. The event showcased MPA's rich legacy, strategic importance, and its impressive growth in cargo throughput and cruise tourism. It emphasized the port's commitment to environmental stewardship through innovative dust control systems, renewable energy adoption, and water conservation measures. A total of 25 MoU's amounting Rs.6,163.47 Crores are signed for the IMW 2025.

Start Time	End Time	Session	Speaker / Dignitary
12:00 PM	12:02 PM	Arrival and Seating	—
12:02 PM	12:10 PM	Welcome Speech & Felicitation	Official from Captain of Ports Department
12:10 PM	12:20 PM	Address by Hon'ble Minister for Captain of Ports Department, Public Works Department and Legal Metrology, Government of Goa	Shri. Digambar Kamat
12:20 PM	12:30 PM	Address by Hon'ble Chief Minister of Goa	Dr. Pramod Sawant
12:30 PM	12:35 PM	Speaker 1	Dr. N. Vinodkumar, IPoS
12:35 PM	12:40 PM	Speaker 2	Shri. Octavio A. Rodrigues
12:40 PM	12:45 PM	Speaker 3	Shri. Saurabh Dave
12:45 PM	12:50 PM	Speaker 4	Shri. Abayomi Samuel Aina
12:50 PM	12:55 PM	Speaker 5	Shri. Sachin Wani
12:55 PM	1:00 PM	Speaker 6	Shri. Prasad Sawant
1:00 PM	1:18 PM	Address by Special Guest	—
1:18 PM	1:28 PM	Exchange of MoU's and Launching of Goa Maritime & Waterways Infrastructure Development Vision Document	—
1:28 PM	1:30 PM	Vote of Thanks	Official from Captain of Ports Department

### 7.2. Event Highlights

- Goa stands at the forefront of India's maritime transformation, harmonizing its deep blue seas and lush green shores through a sustainable development model. Under the visionary leadership of the Government of Goa and the Ministry of Ports, Shipping and Waterways, the State has been driving forward projects that enhance **trade, tourism, and connectivity** while prioritizing **ecological preservation**.
- Mormugao Port has emerged as a major growth engine, recording **steady infrastructure investment in port modernization, renewable energy, connectivity improvements, and sustainable practices**. Over the past five years, **projects worth ₹1,016 crore** have been completed through **Government Budgetary Support, Internal Resources, and Public-Private Partnership (PPP) models**.

3. These initiatives embody Goa's commitment to **"Blue Growth with Green Responsibility"**, setting a national benchmark for sustainable coastal and maritime development.
4. The session carried the theme **"Blue Meets Green: Goa's Model for Sustainable Maritime Development"**.
5. Major announcements included:
  - a. Allocation of **₹ 200 crore** for National Waterways projects in Goa by Inland Waterways Authority of India (IWAI).
  - b. A **₹ 3,500 crore** agreement with Atlantic & Pacific LNG Inc. for establishing LNG infrastructure at Mormugao Port Authority.
  - c. Launch of the "Goa Maritime & Waterways Infrastructure Development Vision Document".
6. Focus sectors: cruise & ferry infrastructure, ship-building & repair, green fuel bunkering, inland waterways, marine tourism.

### 7.3. Outcomes & Key Takeaways

- MPA is a pioneer in green port initiatives, including the Harit Shrey incentive scheme for eco-friendly vessels.
- The port has made significant strides in cruise tourism, with increasing guest numbers and cruise calls.
- Sustainable practices such as treated water reuse and solar energy expansion are central to MPA's operations.
- Strategic partnerships and MoUs are driving long-term infrastructure and energy projects.
- MPA's efforts have led to notable reductions in air pollution, enhancing environmental quality around the port.
- **Investment Commitments:** Several MoUs signed, including major commitments such as ₹ 3,500 crore for LNG infrastructure and national waterways funding.

Sr	Name of MoU	Name of the Stakeholder	Amount (Rs in Cr)
1	Setting up of LNG Facilities	M/s Atlantic & Pacific LNG	3,500
2	Redevelopment of Berth No.9 on EPC mode.	M/s Gammon Engineers and Contractors Private Limited	1,000
3	Development of Vasco Bay infrastructure includes construction of Fishing harbour, Passenger Jetty, Coastal cargo berth & Berths for Indian Navy and Indian Coast Guard.	M/s. Indian Port Rail & Ropeway Corporation Ltd,	1,000
4	Capital Dredging of Approach Channel and inner Basin for handling of Capesize Vessels at Mormugao Port.	M/s International Seaport Dredging Private Limited (ISDPL)	500
5	Berthing facilities at Finger Jetties 1,2 & 3	M/s Indian Coast Guard	250
6	Development of LPG Facilities	M/s Cisterina	100
7	Development of Berth-3	M/s. Indian Port Rail & Ropeway Corporation Ltd	25
8	Design, Supply, Installation, & Commissioning of 2MWp Solar Power Plant at MgPA	M/s Oriana Power Ltd	20

- **Policy / Framework Launch:** The Vision Document positions Goa as a model for sustainable maritime development with emphasis on “Blue Growth with Green Responsibility”.
- **Strategic Partnerships & Innovation:** Goa advanced global and domestic collaborations in green shipping, smart ports, cruise terminals, inland-waterway connectivity and ship-repair clusters.

**Key Takeaways:**

- Maritime growth in Goa moves in tandem with ecological stewardship under the “Blue Meets Green” motto.
- Diversification across ports + tourism + logistics + ship-building + renewables is underway.
- Inland waterways and green fuel bunkering are emerging as strategic enablers.

**7.4. Photographs & Collaterals**



## 8. Karnataka State Event

<b>Karnataka State SPOC</b>	Shri Raghavendra G V II +91 89711 59325 II <a href="mailto:raghavendra@blackbrix.com">raghavendra@blackbrix.com</a>
	Shri Nizamuddin M A II +91 84319 58305 II <a href="mailto:nizamuddin@blackbrix.com">nizamuddin@blackbrix.com</a>

### 8.1. Time-wise agenda including major sessions and activities

The Karnataka Session at India Maritime Week 2025 (IMW 2025), was held on October 28, 2025, from 10:30 AM - 1.00 PM at Indian Ocean, Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai, the session convened various stakeholders, including government officials, industry leaders and delegates.

Start Time	End Time	Duration	Session / Agenda
10:30 hrs	10:40 hrs	10 minutes	Welcome Address & Context Setting Chief Executive Officer, Karnataka Maritime Board
10:40 hrs	10:55 hrs	15 minutes	Felicitation of Session Chair and Dignitaries present on the Stage
10:55 hrs	11:10 hrs	15 minutes	Special Address by Session Chair Hon'ble Minister for Fisheries, Ports and Inland Water Transport, Government of Karnataka
11:10 hrs	11:25 hrs	15 minutes	Special Address by Secretary, IDP&IWT Department Secretary to Government, Infrastructure Development, Ports and Inland Water Transport Department, Government of Karnataka
11:25 hrs	11:30 hrs	5 minutes	Promotional Video Presented by Karnataka Maritime Board
11:30 hrs	12:30 hrs	60 minutes	Seminar Session: Exploring PPP Synergies for a Sustainable Blue Economy Panelists:• Dr. A. V. Ramana – Chairman, New Mangalore Port Authority (NMPA)• Shri. Balachandra H.C, IFS – CEO, Karnataka Maritime Board• Shri. Sunil Gupta (IRTS) – Director (Operations & Commercial), Konkan Railway Corporation Limited• Shri. Dinesh Kumar Kaller – Director, Department of Fisheries, Government of Karnataka• Dr. (Capt.) Inderveer Solanki – Project Director, National Inland Navigation Institute (NINI)• Shri. Devki Nandan Sharma – Whole Time Director, JSW Infrastructure Ltd.• Shri. Sujal Shah – CEO, Adani Ports and SEZ, Mundra and Tuna Ports Moderator: Shri. Vasu Deva – Deputy CEO, Black Brix
12:30 hrs	12:45 hrs	15 minutes	Q & A Session
12:45 hrs	13:00 hrs	15 minutes	Concluding Remarks & Vote of Thanks Director, Ports and Member (Maritime & IWT Operations), Karnataka Maritime Board

## 8.2. Event Highlights

### 8.2.1. Strategic Vision & Policy Announcements

- Karnataka is the first Indian state to finalize a Maritime & Waterways Master Plan, covering 126 projects worth ₹23,000+ crore.
- Launch of Karnataka Maritime Development Policy 2024 and PPP Infrastructure Policy 2025.
- Emphasis on green logistics, PPP-driven port development, and shoreline management.

### 8.2.2. Infrastructure & Investment Focus

- 10 ready-to-launch PPP projects worth ₹7,500 crore, including:
  - Greenfield ports at Keni,
  - Cruise terminal at Mangalore
  - Water metro, ferry services, island tourism, and maritime museum
- Keni Port: ₹4,000 crore investment, 30 MTPA capacity, developed with JSW Infrastructure

### 8.2.3. Connectivity & Rail Integration

- Konkan Railway Corporation presented rail connectivity plans for Keni, Monkey, and Karwar ports.
- Innovative freight terminal models and MoUs signed for Amali Railway Siding.

### 8.2.4. Fisheries & Coastal Development

- Fisheries Department highlighted:
  - Karnataka as Best Marine State (2023)
  - ₹3,000 crore budget allocation for fisheries modernization
  - PPP opportunities in fishing harbors, aquaculture parks, and fish markets

### 8.2.5. Skill Development & Training

- Inland Waterways Institute emphasized:
  - Standardized training under Inland Vessels Act 2021
  - Career pathways from inland to ocean-going vessels
  - PPP models for Centers of Excellence in maritime skilling

## 8.3. Panel Spotlights

### 8.3.1. Panel 1: PPP Synergies for Sustainable Blue Economy

**Moderator:** Shri Vasu Deva

**Panelists:** Dr. A. Ramana (NMPA), Shri Balachandra HC (KMBB), JSW Infra, Adani Ports, KRCL, Fisheries Dept., NINI, etc.

**Key Themes:**

- PPP as a catalyst for infrastructure expansion
- Importance of policy stability, investor trust, and reducing red tape
- Cruise tourism, ship repair, and coastal connectivity as high-potential sectors

### 8.3.2. Panel 2: Cruise & Passenger Economy – National Forum

**Moderator:** Dr. Vinod Kumar

**Panelists:** MSC Cruises, Cordelia Cruises, Antara River Cruises, Port of Oslo, Immigration, Customs, Tourism Ministry

**Key Themes:**

- Cruise Bharat Mission: 10x growth target by 2047
- Infrastructure, SOPs, and digital reforms for cruise facilitation
- River cruise success stories (e.g., Ganga Villas)
- International best practices in green port operations and shore power

### 8.3.3. Panel 3: Operational Integration & Policy Reform

**Moderator:** Dr. Akar Raju

**Panelists:** Immigration, Customs, Kochi Port, M2M Ferries, Cruise Advisors

**Key Themes:**

- E-visa, biometric simplification, and SOPs for cruise passengers
- Customs reforms for cruise vessels and passenger goods
- ROPAX and ferry services as sustainable transport models
- Call for simplified cruise policy and integrated digital platforms

### 8.4. Outcomes & Key Takeaways

#### a. Policy & Governance

- i. Karnataka positioned as a **model maritime state** with clear policy, master plan, and PPP frameworks.
- ii. Strong alignment with **Maritime India Vision 2030** and **Amritkal Vision 2047**.

#### b. Investment & Infrastructure

- i. ₹7,500 crore worth of **bankable PPP projects** ready for launch.
- ii. **Keni Port** and **Monkey Port** to significantly boost cargo capacity and regional economy.

#### c. Connectivity & Logistics

- i. Konkan Railway's innovative freight models and MoUs to reduce logistics costs and improve hinterland access.

#### d. Cruise & Tourism

- i. Cruise Bharat Mission aims to make India a **Top-10 cruise destination**.
- ii. Domestic cruise operators like Cordelia Cruises are expanding rapidly.
- iii. River cruise tourism is a proven success, with global interest from Viking and others.

#### e. Skill Development & Sustainability

- i. Inland Waterways Institute and KMBB committed to **capacity building** and **green maritime practices**.
- ii. Port of Oslo shared global best practices in **carbon-neutral port operations**.

## 9. Tamil Nadu State Event

<b>Tamil Nadu State SPOC</b>	Bhaskar Abhishek II +91 98350 71898 II adchptbhaskar@gmail.com
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### 9.1. Time-wise agenda including major sessions and activities

As part of India Maritime Week 2025, the Tamil Nadu State Session held on **29th October from 10:00 AM to 12:45 PM** spotlighted the state's strategic maritime ambitions under two compelling themes: “**Tamil Nadu Ports: Gateway to Growth, Enabling Trade, Tourism & Industrial Corridors**” and “**Tamil Nadu’s Next-Gen Maritime Industries: Shipbuilding, Clean Energy & Industrial Manufacturing.**”

<b>Date and Time</b>	29th Oct   10:00 AM ~ 12:45 PM
<b>Theme</b>	<p><b>Theme 1:</b> Tamil Nadu Ports: Gateway to Growth, Enabling Trade, Tourism &amp; Industrial Corridors</p> <p><b>Theme 2:</b> Tamil Nadu’s Next-Gen Maritime Industries: Shipbuilding, Clean Energy &amp; Industrial Manufacturing</p>
<b>Type</b>	Panel discussion and plenary session
<b>Key Dignitaries</b>	<p><b>Panel 1</b></p> <ul style="list-style-type: none"> <li>I. Mr. E.V. Velu, Hon’ble Minister for Public Works (Buildings, Highways &amp; Minor Ports) Government of Tamil Nadu</li> <li>J. Mr. Sunil Paliwal, IAS, Chairman, Indian Ports Association, Chennai Port Authority &amp; Kamarajar Port Limited</li> <li>K. Mr. T.N. Venkatesh, IAS, Vice Chairman &amp; CEO, Tamil Nadu Maritime Board</li> <li>L. Mr. Shri K. Manivasan, IAS, ACS, Tourism, GoTN</li> <li>M. Dr. Darez Ahamed, IAS, MD &amp; CEO, Guidance TN</li> <li>N. Mr. Rinkesh Roy, Jt. MD &amp; CEO, JSW Infrastructure</li> <li>O. Mr. Jurgen Bailom, Pres. &amp; CEO, Waterways Leisure Tourism</li> <li>P. Mr. Karthikeyan, GM, HMIL (Hyundai Motor India Ltd.)</li> </ul> <p><b>Panel 2</b></p> <ul style="list-style-type: none"> <li>A. Dr. T.R.B. Rajaa, Hon’ble Minister for Industries, Gov. of Tamil Nadu</li> <li>B. Mr. Susanta Kumar Purohit, IRSEE, Chairman, VOC Port Authority (Tuticorin)</li> <li>C. Mr. V. Arun Roy, IAS, Secretary to GoTN (Industries, Investment Promotion &amp; Commerce Department)</li> <li>D. Mr. H. Shankar, MD, CPCL</li> <li>E. Mr. Muthu Maruthachalam C, President &amp; Chief Operating Officer Daimler India Commercial Vehicles Pvt. Ltd</li> <li>F. Mr. Paras Pal, Head Business Development, L&amp;T Shipyard</li> <li>G. Mr. Shri Bidyut Chakraborty, VP – Comm, SembCorp</li> </ul>
<b>Panel moderators</b>	Mr. Sunil Paliwal, IAS, Chairman, Indian Ports Association, Chennai Port Authority & Kamarajar Port Limited

### Background:

Tamil Nadu, a frontrunner in India’s maritime and industrial growth, showcased its comprehensive maritime vision at the **Indian Maritime Week 2025** on 29<sup>th</sup> October in Mumbai. Aligning with India’s **Maritime Amrit Kaal Vision 2047**, which targets 10,000 MMTPA port

capacity and carbon neutrality by 2047, the Tamil Nadu session highlights the state's pivotal role as a **manufacturing, export, and logistics powerhouse**.

The session, building on the success of Tamil Nadu's "Best State Session" at GMIS 2023, underscores the state's **multi-port expansion, green transition, and industrial corridor integration** under the **Tamil Nadu State Ports Development Policy 2023**.

The **key themes covered** during the session were as follows: **ports as gateways** to growth; expansion of **tourism and cruise infrastructure**; development of **corridors and connectivity**; attraction of **next-generation maritime industries** focusing on **shipbuilding, green fuels, offshore wind, and clean energy**; and fostering **synergy with industrial manufacturing** to position Tamil Nadu as **India's gateway to global trade**.

#### Panel discussions:

There were two panel discussions, each lasting one hour, focusing on two thematic areas: **Theme 1: Tamil Nadu Ports: Gateway to Growth, Enabling Trade, Tourism & Industrial Corridors**; and **Theme 2: Tamil Nadu's Next-Gen Maritime Industries: Shipbuilding, Clean Energy & Industrial Manufacturing**. The session began with **Mr. T.N. Venkatesh, Principal Secretary, Tamil Nadu Maritime Board**, setting the context and highlighting the key developments and focus areas for strengthening the state's maritime ecosystem. This was followed by the second panel discussion, initiated by **Mr. Arun Roy**, which focused on the industrial and investment perspectives, emphasizing Tamil Nadu's potential in shipbuilding, clean energy, and industrial manufacturing.

Some key insights from the context setting:

#### Key panel discussion highlights:

**Panel 1: Tamil Nadu Ports: Gateway to Growth, Enabling Trade, Tourism & Industrial Corridors**

##### 1. Port Infrastructure & Vision

- Tamil Nadu aims to achieve a **\$1 trillion economy**, positioning the maritime sector as a **key contributor** to this goal.
- The state has a **1,069 km coastline with 3 major ports** (Ennore, Chennai, and Tuticorin/VOC) and **17 minor ports**.
- Expansion Targets:
  - Plans to **expand to a total of 7 major ports** by 2040.
  - **Four key locations—Vanagiri, Sirkali, near Thoothukudi, and near Kanyakumari**—have been identified for development as new minor ports.
- Ongoing & Planned Projects:
  - **Cuddalore Greenfield Port** concession successfully established.
  - **Development of Nagapattinam Port** on a similar model.
  - Other projects include **Cuddalore Brownfield Port and Udangudi Port Project**.
- Strategic Approach:
  - **Implementation of Plug-and-Play Port models**, where the **government develops core infrastructure** (e.g., breakwater, dredging) to attract private investment and promoting ease of doing business.
  - Commitment to **developing Green Ports and Green Hydrogen Hubs** to ensure sustainable growth.

##### 2. Logistics & Connectivity

- Infrastructure Projects:
  - Construction of an **Elevated Corridor to Chennai Port** to enhance port access and reduce travel time, especially benefiting automobile exports.
  - Development of a **Multi-Modal Logistics Park in Mappedu, Tiruvallur—Tamil Nadu’s first greenfield project of its kind**, in collaboration with central agencies).
- Integrated Corridors: Focus on building **seamless rail, road, and pipeline connectivity** for efficient cargo movement.
- Regional Corridor Development:
  - **Bengaluru–Chennai Industrial Corridor** planned for double-stack container movement, reducing logistical bottlenecks and boosting export efficiency.

### 3. Anchor Industries & Export Competitiveness

- Automobile Hub:
  - **Chennai Port** plays a central role in Tamil Nadu’s position as a leading automobile manufacturing and export hub.
  - **VOC Port (Thoothukudi) is the only Indian port capable of handling 25,000 cars simultaneously for Ro-Ro operations.**
- Industrial Strengths: Strong presence across **Automobiles, Textiles, IT Services, and Electronic Components.**

### 4. Coastal Shipping, Tourism & Blue Economy

- Coastal Shipping:
  - Only **6% of India’s domestic cargo currently moves via coastal routes** (global average: 5–8%), representing a major growth opportunity.
  - Tamil Nadu plans to **promote coastal shipping through dedicated coastal terminals, regular sailing schedules, and incentive schemes** inspired by Europe’s “*Motorways of the Sea*” model.
- Cruise Tourism:
  - Waterways Leisure Tourism, a major cruise operator based in Tamil Nadu has **committed to transporting 1.5 lakh passengers over the next three years, making Chennai a home port.**
  - The **state tourism policy offers capital subsidies and interest subventions** for cruise vessels carrying over 100 passengers.
- Tourism Vision:
  - Tourism currently contributes **5% to GSDP, with a policy target of 12% by 2030.**
  - Emphasis on responsible and sustainable tourism through development of thematic circuits and improved accessibility.
- Blue Economy Initiatives:
  - Following the Blue Economy Summit 2025 (Chennai), Tamil Nadu plans to **develop a Coastal Aquaculture Hub** to strengthen **marine-based livelihoods and promote sustainable blue growth.**

### 5. Workforce Development

- Plans to **establish an Institute of Maritime Excellence** to build a globally competitive maritime workforce.
- Focused on leveraging Tamil Nadu's skilled talent base to make the state a leading maritime workforce provider for India and abroad.

**Panel 2: Tamil Nadu's Next-Gen Maritime Industries: Shipbuilding, Clean Energy & Industrial Manufacturing.**

**1. Tamil Nadu's Economic and Policy Stability**

- Tamil Nadu is recognized as **India's most industrialized state and the fastest-growing economy** in the country. While India's growth rate is around 7%, Tamil Nadu is growing at **11.9%**
- A major advantage for investors is the **policy stability and continuity**, which ensure **consistent incentives and packages**, thereby fostering an **environment conducive to ease of doing business**
- The state's pitch to investors goes beyond locations (ports/destinations). It highlights the **unmatched industrial ecosystem, world-class infrastructure, and skilled talent pool.**

**2. Strategic Focus Areas for Future Growth**

- Tamil Nadu aims to become the **shipbuilding capital of South Asia**, focusing on commercial carriers, defense vessels, fishing boats, offshore vessels, and maintenance/repair services.
- Future growth is guided by an **integrated strategy** that prioritizes **high-growth sectors such as Defense and Aerospace, Health Sciences, Footwear, and Shipbuilding (with Tuticorin identified as a key hub)**, while also linking **shipbuilding with emerging industries like wind energy and green hydrogen manufacturing**
- Transitioning from "labor arbitrage" to a **knowledge-driven economy**, creating high-quality jobs in manufacturing and services.
- Tamil Nadu is a recognized talent hub, **producing nearly 150,000 engineers annually and housing one-fifth to one-third of India's technical education institutions.**
  - The government emphasizes **continuous upskilling and industry feedback to shape curriculum and policy.**

**3. Industry Specific Examples & Success Stories**

- Port Operations and Connectivity
  - **Chennai Port serves as a key maritime lifeline**, handling over **65,000 TEUs of energy-related cargo** and connecting to **10 export destinations**
  - It welcomed its **first VLCC in 2018** and has since handled over **95 such vessels**
  - Recent infrastructure upgrades enable **simultaneous operations of two product tankers**, enhancing efficiency
- CPCL – Chennai Petroleum Corporation Limited
  - CPCL has **operated for over 60 years**, producing approximately **10.5 million tonnes of fuel annually**
  - It meets **one-third of Tamil Nadu's motor spirit demand** and is the **only refinery in India producing fuels, lubricants, and wax** at the same facility
- Daimler India Commercial Vehicles – DICV
  - Established in Chennai in 2009 as a 100% subsidiary of Daimler AG
  - Over the past decade, it has **exported 63,000 aggregates and 33,000 trucks and buses to more than 60 global markets**

- Key success factors include a **robust industrial ecosystem**, a **skilled and passionate workforce**, **strong port connectivity**, and **flexible policy support**
- Larsen & Toubro – L&T Shipbuilding, Kattupalli Port
  - The **L&T Shipyard in Kattupalli**, located 40 km north of Chennai, spans **225 acres**
  - It houses **India’s largest Shiplift (21,000 tonnes capacity)**.
  - Over the past 13 years, it has **built 55+ ships** and **undertaken repairs for US Navy vessels**
  - The facility **integrates digital twin technology**, **mobile apps for real-time tracking**, and **robotics for precision processes such as welding**.

### MoUs Exchanged

As part of Tamil Nadu’s strategic push to strengthen its maritime infrastructure and industrial ecosystem, several key organizations have committed significant investments across port modernization, cruise tourism, logistics, and export facilitation. These projects—ranging from cruise terminal development and dredging operations to automotive export expansion—reflect the state’s integrated approach to enhancing trade, connectivity, and coastal economic growth. The following table outlines major initiatives and investments announced by leading public and private sector entities.

Organization	Project	Investment	Description
National Projects Construction Corporation (NPCC)	Development of cruise terminal and seafarers club	₹33 Crores	Enhancing passenger amenities and tourism-related facilities at various ports
Indian Port Rail & Ropeway Corporation Ltd (IPRCL)	Modernisation of Chennai Shipping Harbour	₹168 Crores	Upgradation of fishing harbour infrastructure to improve livelihood and efficiency
Dredging Corporation of India	Capital and maintenance dredging	₹250 Crores	Ensuring navigable depth and smooth maritime operations through continuous dredging
Waterways Leisure Tourism Ltd.	Development of Chennai Port as a cruise port	₹500 Crores	Promoting tourism by developing facilities and infrastructure for cruise operations
Hyundai Motor India Ltd (HMIL)	Allotment of additional 10,000 sq. meters for export car stacking	₹4,320 Crores	Expansion of car export handling facility to boost automotive export operations

## Session pictures





**Post Event Report: India Maritime Week 2025**

**Netherlands Country Session**

**Venue: Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.**

**1. Executive Summary**

1.1. About the event:

India and the Netherlands shared a long-standing maritime partnership rooted in innovation, sustainability and trade connectivity, and that partnership was set to accelerate into a new era of green and digital transformation. The seminar focused on two pivotal themes: the “Green and Digital Sea Corridor” and “Maritime Financing”. The dialogue fostered knowledge-sharing, identified collaborative opportunities, and outlined actionable strategies for scaling maritime sustainability and investment. It brought together government representatives, industry leaders and experts from both nations to explore collaboration. The key objectives were: to foster dialogue on developing green and digital sea-corridors between key Indian and Dutch ports; to share insights on innovative financing models that could support sustainable port and shipping investments; and to strengthen institutional, industrial and policy partnerships across both nations’ maritime ecosystems.

1.2. **Event Highlights:**

Chief Guest	<b>Ms. Brigit Gijbers Director General,</b> Maritime Affairs Dy. Director General - Maritime Affairs Govt. of The Netherlands
Venue	Yellow Sea, Hall No. 4, Bombay Exhibition Centre, Goregaon, Mumbai.
Date	27 <sup>th</sup> October, 2025.
Total Session	2 Sessions  1 <sup>st</sup> Session: - Charting the Green and Digital Sea Corridor Innovation, Policy, and Connectivity.  2 <sup>nd</sup> Session: - Financing the Future Unlocking Capital for Sustainable Maritime Growth.



Approx. 80 participants attended, including senior officials from MoPSW, port authorities, logistics companies and research institutions. The audience represented a balanced mix of government, private sector, and international delegates from Netherlands.

**2. Objectives of the Event**

- 2.1. The seminar focused on two pivotal themes: the “Green and Digital Sea Corridor” and “Maritime Financing”. These themes addressed critical areas for enhancing connectivity in maritime trade, promoting clean technologies and smart infrastructure, and mobilising innovative financing mechanisms to support sustainable development of ports and shipping.
- 2.2. With the global spotlight increasingly on decarbonisation, digitalisation and resilient supply chains, advancing green and digital maritime solutions was essential. The dialogue fostered knowledge-sharing, identified collaborative opportunities, and outlined actionable strategies for scaling maritime sustainability and investment.
- 2.3. To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.

**3. Event Schedule Snapshot**

TIME	SESSION TITLE	SESSION DETAILS
2:30 PM	Welcome remarks	NL Consulate General
2:33 PM	Address by	MoPSW official
2:38 PM	Address by	Ms. Brigit Gijbbers Director General, Maritime Affairs Dy. Director General - Maritime Affairs Govt. of The Netherlands
2:45 PM	Panel session 1	Topic: Charting the Green and Digital Sea Corridor Innovation, Policy, and Connectivity.
3:20 PM	Panel session 2	Topic: Financing the Future Unlocking Capital for Sustainable Maritime Growth.
4:25 PM	Closing Remarks	Mr. Robert Tieman Minister of Infrastructure and Water Management, The Netherlands
4:30 PM	End of program	

**4. Event Highlights**



India and the Netherlands shared a long-standing maritime partnership rooted in innovation, sustainability and trade connectivity. At the seminar, this partnership was positioned to accelerate into a new era of green and digital transformation. The meeting focused on two pivotal themes: the “Green and Digital Sea Corridor” and “Maritime Financing”. The dialogue fostered knowledge-sharing, identified collaborative opportunities and outlined actionable strategies for scaling maritime sustainability and investment. It brought together government representatives, industry leaders and experts from both nations to explore collaboration. The key objectives were: (1) to foster dialogue on developing green and digital sea-corridors between key Indian and Dutch ports; (2) to share insights on innovative financing models that could support sustainable port and shipping investments; and (3) to strengthen institutional, industrial and policy partnerships across both nations’ maritime ecosystems.

On the “Green and Digital Sea Corridor” theme, the panel explored opportunities and challenges in establishing a seamless corridor connecting India and the Netherlands — covering practical implementation of green corridor projects that integrate digital technologies and hydrogen (or other green fuel) bunkering infrastructure, strengthening trade efficiency and environmental goals. On the “Maritime Financing” theme, the discussion centered on unlocking capital for sustainable maritime growth, identifying financing mechanisms such as green bonds, blended finance and public-private partnerships, and strengthening ties between the two countries via financial institutions, government agencies and investors to foster trust and collaboration.

## 5. Photographs



## 6. Outcomes & Key Takeaways

A green & digital sea corridor linking Indian ports and Dutch ports (such as Rotterdam) is now a tangible agenda, laying groundwork for future trade and sustainable shipping cooperation.

Digital infrastructure, hydrogen/alternative fuel bunkering, and smart-port connectivity were identified as core enablers, not just nice-to-have.

Innovative financing models are critical: blending public and private capital, using green bonds and PPPs to de-risk projects and attract large scale investment.

Institutional and policy alignment across borders is necessary — industry ecosystems in both India and the Netherlands will need to coordinate to deliver on technology, standards and regulatory frameworks.

This seminar placed India as a growing global candidate for sustainable maritime finance and innovation – providing a platform for cross-sector collaboration.

Partnerships are shifting from bilateral dialogues to operational frameworks: production, supply, digital logistics, infrastructure and finance all have to be integrated.



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## 7. Conclusion

The event effectively **set a strategic direction**: the green & digital sea-corridor is more than a concept — it is emerging as a blueprint for India-Netherlands maritime cooperation.

Financing is not the bottleneck per se; the key challenge is structuring projects with risk/return profiles acceptable to private capital while achieving public goods (sustainability, connectivity).

The combination of **digitalization + green fuels + financing innovation** is the “triple axis” that will define the next phase of maritime transformation.

For India, the seminar reinforced the need to **align domestic policy, institutional capacity and industry readiness** to absorb and deploy international collaboration and investment.

Going forward, success will depend on **implementation**: pilots of corridor projects, concrete investments in ports and bunkering, digital logistics systems, and replicable finance models.

The event succeeded in creating momentum and a shared vision – the next step is moving from vision to execution with measurable milestones.



# GMIS Cruise and Passenger Economy

## 1. GMIS – Cruise & Passenger Economy Session

SPOC

Shri

### 1.1. Time-wise agenda including major sessions and activities

The session “GMIS – Cruise & Passenger Economy Session” at India Maritime Week 2025, held on **October 28, 2025**, from **2:00 PM to 5:30 PM** at **Pacific Ocean, Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai**, was aimed to position cruising as a scalable services engine for India’s economy. It focused on modern terminals, simplified passenger processes, multi-stop coastal and river circuits, and expansion of home-porting at key gateways. A mission-led governance model was highlighted, including uniform charges, digitized e-clearances, e-visa/on-arrival, and model concessions to catalyze PPPs. Speakers stressed that predictable rules, standardized shore experiences, and curated destination offerings are essential to convert sporadic calls into committed routings and extend seasons.

Start Time	End Time	Description
2:20 PM	2:25 PM	Welcome and Felicitation of the Dignitaries
2:25 PM	2:35 PM	Inaugural Address by Shri Dr. M Angamuthu, Chairperson, Mumbai Port Authority
2:35 PM	2:45 PM	Address by Shri Rajiv Jalota, Advisor, Indian Ports Association
2:45 PM	2:50 PM	Address by Shri Vijay Kumar, Secretary, MoPSW
11:20 AM	12:25 PM	<b>Panel I:</b> Economic Potential, Global Benchmarks & Infrastructure
12:30 PM	1:20 PM	<b>Panel II:</b> Passenger Experience, Sustainability & Policy Framework

### 1.2. Highlights of addresses by MbPT Chairperson, IPA Advisor and MoPSW Secretary

- The session opened with senior dignitaries and set a clear ambition to make India a top-10 global cruise destination by 2040, emphasizing cruising as a jobs-rich services engine for the economy.
- A mission-led program (Cruise Bharat Mission) anchors growth on three principles—infrastructure expansion, ease of movement, and sustainability—backed by terminal standards, circuit integration, PPP pathways, and digitized clearances across ports, immigration, and customs.
- Mumbai International Cruise Terminal was highlighted as a flagship asset with multi-ship berthing, 72 immigration/check-in counters, and capacity to handle large passenger volumes, alongside upgrades or operations at Chennai, Kochi, Visakhapatnam, Varanasi, and new destinations like Puducherry.
- Policy actions include uniform passenger-vessel charges, e-visa/on-arrival readiness, annual immigration clearances, and digital customs—measures intended to compress turnaround times and improve on-time performance for operators.
- The government showcased delivery momentum: multiple mapped shore-excursion circuits; draft national SOPs for cruise terminal services; destination taskforces at 10 ports; feasibility/DPR work for 10 new locations; and five new river-cruise circuit locations operational.

- Economic potential cited includes multi-billion-dollar impact and 2.5 lakh jobs over the next decade, with Mumbai alone expected to drive significant value through increased calls and passenger throughput.
- River cruising was positioned as a standout success, with India operating one of the world's longest luxury river cruises, and a broader plan to activate 5,000+ km of waterways and 100+ river terminals for passenger growth.
- The call to industry stressed predictable demand, bankable assets, and clear policies, inviting participation in model concessions, home-porting commitments, experience/ancillary services, and talent development to convert circuits into committed routings at scale. India aims to become a top global cruise destination by expanding modern terminals, simplifying passenger processes, integrating multi-stop circuits, and enabling home-porting across key gateways, with a strong push on river and coastal routes alongside ocean cruising.

### 1.3. Panel Highlights

#### 1.3.1. Session 1: “Economic Potential, Global Benchmarks & Infrastructure”

**Moderator:** Shri Dr. N Vinodkumar, Chairperson, Mormugao Port Authority

**Panelists:**

- Shri. Venkatramana R Hegde, Addl. DG (R&A), Ministry of Tourism
- Shri Dr. Atul Patne, Principal Secretary Tourism, Govt. of Maharashtra
- Shri Dhruv Kotak, MD, J.M. Baxi Group
- Mr. Grant Holmes, VP Global Cruise & Superyachts Sector, Inchcape Shipping Services
- Mr. Michael Duck, EVP Commercial Development, Informa Markets
- Shri Naresh Rawat, Sr. VP - Sales & Marketing, Star Dream Cruises
- Mr. Jurgen Bailom, CEO, Cordelia Cruises

#### Key Highlights and Insights

The panel explored the economic potential of India's cruise and passenger economy, focusing on market size, demand drivers, infrastructure readiness, regulatory ease, and destination development, with a view to establish India as a regional cruise hub in the next decade.

- Market outlook and demand
  - Global ocean cruisers stand at 34.6 million (2024) and are projected to reach 42 million by 2028; Asia is rebounding with 13% growth in 2024 after a 195% post-Covid surge, and India already accounts for ~308,000 passengers (11% of Asia's source market), indicating strong headroom for growth in both domestic and international segments.
  - Indian consumers prefer short 3-5 day itineraries, making weekend and mini-cruise formats the fastest path to scale; “cruise-as-hotel” can supplement constrained hotel capacity during peaks, weddings, and events, expanding yield opportunities.
- Infrastructure and home-porting
  - Significant terminal upgrades are underway (e.g., Mumbai) with multi-ship handling and faster check-in processes, but next-stage readiness requires city-level planning for airlift, road connectivity, traffic



management, evacuation capacity, and simultaneous handling of multiple 3,000-5,000 passenger ships on a single day.

- Operators highlighted expansion plans: adding Lakshadweep destinations, awarding Kochi and Visakhapatnam as home ports, and doubling calls at Goa, emphasizing that domestic deployment success is a precursor to attracting sustained international lines.
- Ease of doing business and regulatory barriers
  - International agents cited excessive complexity—customs, GST on consumables, landing cards, and unpredictable cost due to self-declarations—which deters itineraries and causes operational losses (e.g., 100% inspections ruining perishable inventory).
  - The panel called for unified digital clearances, pre-arrival immigration, electronic landing cards, transparent fee schedules, and harmonized state rules to enable reliable budgeting and deployment commitments across circuits.
- Destination and onshore experience
  - Port selection by cruise lines depends on three filters: clear demand, robust infrastructure/security across all stops (not just the home port), and commercial viability (taxation, incentives, marketing support, and predictable operating costs).
  - India's diverse product offers five cruise segments (discovery, luxury, expedition, premium, megaship), each needing differentiated ports and curated shore programs; standardized, high-quality excursions are pivotal to drive satisfaction and spend.
- Strategy and priorities (next 3-5 years)
  - Build circuits before marketing: shift from selling individual ports to integrated multi-stop circuits to secure route commitments and longer seasons; prioritize short-haul coastal circuits aligned to 3-5 day demand patterns.
  - Scale domestic success: ensure Indian operators achieve sustainable models with consistent service standards and viable economics to signal reliability to global lines; use model concessions and co-marketing to de-risk early routes.
  - Streamline procedures: implement unified e-clearances, pre-arrival processing, and known-cost regimes; create green channels for perishables and ship consumables to prevent losses and delays.
  - Strengthen city readiness: coordinate airports, roads, public safety, and crowd management; pre-arrival destination taskforces should align all agencies 72 hours before calls to deliver smooth passenger flows.
- Economic potential and benchmarks
  - Comparative assessments suggest a conservative multi-billion-dollar opportunity if regulations are simplified and port networks are diversified; with 11,000 km of coastline and a large source market, India can materially lift its sub-0.5% share of global port calls through policy predictability and circuit design.

- Key takeaways
  - Domestic momentum plus regulatory simplification and circuit-led deployment will unlock rapid scale in short itineraries, attract international lines, and deliver sustained jobs and local value across terminals, destinations, and supply chains.

### 1.3.2. Session 2: “Passenger Experience, Sustainability & Policy Framework”

**Session Moderator:** Shri Venkata Ramana Akkaraju, Chairperson, New Mangalore Port Authority

**Panelists:**

- a. Shri B. Kasiviswanathan, Chairperson, Cochin Port Authority
- b. Shri Anoop Krishna, Joint Director, Bureau of Immigration
- c. Ms. Shraddha Joshi Sharma, Commissioner of Customs
- d. Mr. Stewart Inglis, Group Director, Maritime Policy & Govt. Affairs, MSC Cruises
- e. Shri Raj Singh, MD, Antara Cruises
- f. Shri Hashim Mongia, Director, M2M Ferries
- g. Mr. Jasem Zaiton, Founder & Director, Zaiton Group

#### Key highlights

The panel examined how to deliver seamless, end-to-end passenger experiences from pre-arrival to shore excursions, drawing lessons from Cochin’s operating model and international best practices in yachting and cruise deployment.

- Seamless passenger journey
  - Pre-arrival immigration teams board vessels 2-3 ports ahead to complete formalities on board; passengers receive Electronic Landing Cards (ELC) and disembark through airport-like e-gates with passport readers, cutting processing time and congestion at terminal counters.
  - A 72-hour “destination taskforce” meets before each call—immigration, customs, port authority, tour operators, transport, police—to finalize flows for solo travelers, self-organized groups, and liner-organized excursions; wayfinding, taxi and coach dispatch, and queue management are mapped in detail for smooth throughput.
- Terminal and city readiness
  - Current infrastructure gaps include limited waiting areas and constrained immigration/customs halls during peaks; Cochin plans a major augmentation with expanded halls, curated retail, and an inter-terminal “experience zone” to elevate first impressions and reduce dwell times.
  - City-side improvements prioritize safe, reliable transport, trained drivers/guides, and curated itineraries that balance short call windows (6-8 hours) with signature experiences; overnight calls (24-30 hours) allow deeper immersion and higher spend.
- Digital integration and e-visa
  - E-visa adoption is already high (~95%) with applications 72 hours prior; the panel proposed an integrated digital cruise platform (akin to NLP for

cargo) to unify passenger manifests, agency clearances, tour operations, transport dispatch, and feedback capture in real time.

- Destination development
  - Cochin outlined plans to transform Wellington Island into a holistic cruise destination with an experience centre (Sentosa-style) over five years, leveraging waterfronts like Willingdon and Vypin for nature, crafts, cuisine, and hands-on cultural activities, turning “see and do” into a coherent product.
  - The port targets readiness for home-porting by 2028-29 via transitional arrangements and phased infrastructure, signaling intent to anchor regular circuits and increase call frequency.
- Sustainability and green operations
  - The panel emphasized cost-saving, green solutions across terminal energy use, waste management, and low-emission ground mobility, aligning with national priorities on ease of doing business and sustainability as co-equal pillars of the cruise growth model.

#### 1.4. Photographs





**Post Event Report: India Maritime Week 2025**

**Meeting with H2 Global Solutions Lab**

**Venue: Stall No. 44, DGS Lounge, Hall No. 1, Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.**

**1. Executive Summary**

**1.1. About the event:**

The meeting concerned the launch of the H2Global Solutions Lab (under H2Global Foundation) which aims to accelerate the adoption of clean fuels—especially hydrogen and low-carbon fuels—in hard-to-abate sectors such as shipping and aviation.

**1.2. Event Highlights:**

H2Global Solutions Lab	<b>Mr Maximillian Held</b>
Directorate General of Shipping	<b>Shri Ajithkumar Sukumaran, CS</b>
Venue	Stall No. 44, DGS Lounge, Hall No. 1, Bombay Exhibition Centre.
Date	27 <sup>th</sup> October 2025

This was a meeting between the **Mr Maximillian Held** of H2Global Solutions Lab and DGS, approximately 10 people were in attendance all together.

**2. Objectives of the Event**

- 2.1. The meeting concerned the launch of the H2Global Solutions Lab (under H2Global Foundation) which aims to accelerate the adoption of clean fuels, especially hydrogen and low-carbon fuels—in hard-to-abate sectors such as shipping and aviation.
- 2.2. To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.

**3. Event Highlights**

The meeting marked the launch of the H2Global Foundation’s Solutions Lab, which is designed to accelerate the adoption of clean and low-carbon fuels—particularly hydrogen—across hard-to-abate sectors like shipping and aviation. Discussion topics included advanced fuel alternatives (such as ammonia, synthetic methane, hydrogen) and the structuring of global supply and offtake chains—e.g., (production in one country, offtake in another) under bilateral or multi-nation



investment windows. The aim was to centralize markets, minimize reliance on traditional fossil fuels and mobilize large-scale capital.

Participants highlighted commitment by governments (for instance from Canada, Australia) and financial frameworks capable of mobilizing billions to support the fuel-supply chain, shipping infrastructure and green maritime transition.

In short, the event provided a platform to align industry, finance, policy and international collaboration around a roadmap for green shipping fuel value-chains, and to launch the Solutions Lab as a mechanism to support those ambitions.

#### 4. Outcomes & Key Takeaways

- The Solutions Lab is positioned to bridge the gap between supply and demand for clean hydrogen and low-carbon fuels, targeting hard-to-abate sectors such as shipping and aviation.
- Advanced alternative fuels – including **ammonia**, **synthetic methane**, and **hydrogen (or hydrogen-derived fuels)** – were emphasised as critical to a decarbonised maritime and air-transport future.
- A global perspective was taken: the structuring of supply chains (where production happens in one country, and offtake or usage happens in another) was identified as a key enabler to unlocking scale.
- Financing mechanisms matter: large-scale investment and government commitment (e.g., Germany, Netherlands) are foundational to making these value-chains bankable.
- Regulatory and market signals (such as EU mandates and upcoming international shipping/aviation decarbonisation rules) are creating momentum, making the timing ripe for such a lab.
- The event also identified “big bets” for scaling: these are concrete focus areas where industry, policy and finance should align to accelerate impact.
- The Solutions Lab is more than a research forum; it is intended to **catalyse real-world projects** — from production through to offtake, in global collaboration mode.
- The success of this initiative will depend on **cross-border collaboration**: public & private sectors, producing & consuming nations, finance & technology.
- The maritime sector — shipping, ports, bunkering — is a priority for applying low-carbon fuels and infrastructure, given the challenge and scale of decarbonising it.

- Financing structures must evolve: blending public & private capital, aligning incentives, and making projects investable will be key.
- Timeliness is critical: with regulatory headwinds (e.g., upcoming IMO rules, EU mandates) and market urgency (decarbonisation, digitalisation) the window is open for accelerated action.
- For countries like India (and other emerging economies), there are opportunities to engage in production, offtake, technology supply, and financing partnerships

## 5. Photographs & Collaterals





## 6. Conclusion

- DGS asked H2 Global Solutions Lab to formally send a mail.



## Post Event Report: India Maritime Week 2025

### Russian Maritime Register of Shipping meeting with the Director General of Shipping

Venue: Stall No. 44, DGS Lounge, Hall No. 1, Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.

#### 1. Executive Summary

##### 1.1. About the event:

A meeting was held between the Directorate General of Shipping and the Russian Maritime Register of Shipping (RMRS).

The event began with all Indian delegates introducing themselves, followed by an opening address from Mr Sergey Kulikov of the Russian delegation, who highlighted the strong India-Russia relationship. Mr Oleg Chernov then presented on Russia's maritime capabilities, including its classification societies (RMRS) and expertise in nuclear fleets, ice-class vessels and high-tech oil & gas transport. The discussion covered certification issues, local presence requirements, and potential ship-repair cooperation (notably with Cochin Shipyard Limited) under India's regulatory framework. The meeting concluded with a memento exchange and group photo.

##### 1.2. Event Highlights:

RMRS	<b>Mr. Sergey Kulikov</b> (Director General) <b>Mr. Andrey Fasolko</b> (Deputy Director General) <b>Mr. Oleg Chernov</b> (Head of International Affairs)
DGS	<b>Shri Shyam Jagannathan</b> (Director General of Shipping) <b>Shri Ajithkumar Sukumaran</b> (Chief Surveyor) <b>Shri Pradeep Sudhakar</b> (Chief Ship Surveyor) <b>Capt. AK Azad</b> (Nautical Advisor ic) <b>Shri Aniruddha Chaki</b> (DDG, Int. Coop)
Venue	DGS Stall No. 44, Hall No. 1,

Date	27 <sup>th</sup> October, 2025
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As this was a bilateral meeting between the Director-General of Russia and the Director-General of India, approximately 20 people were in attendance all together.

## **2. Objectives of the Event**

- 2.1. The meeting between the Russian Maritime Register of Shipping and the Directorate General of Shipping focused on future collaboration, partnership and mutual support.
- 2.2. To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.

## **3. Event Highlights**

The meeting between the Directorate General of Shipping (DGS), India and the Russian Maritime Register of Shipping (RS) was held at the DGS Lounge Stall in Hall No. 1, Bombay Exhibition Centre (NESCO), Mumbai. The Russian delegation included Mr Sergey Kulikov (Director General, RS), Mr Andrey Fasolko (Deputy Director General, RS) and Mr Oleg Chernov (Head of International Affairs, RS). RS presented its institutional background, its expertise (including ice-class shipbuilding, nuclear-fleet operations and high technology in oil & gas shipping) and expressed strong interest in enhanced bilateral cooperation with DGS. Key discussion areas included: mutual recognition and classification, local presence and IACS class certification in India, flag-registration and sanctions implications, collaboration on ship-repair services (e.g., through Cochin Shipyard Limited), and the need for a formal agreement between DGS and RS to facilitate technical cooperation. Both sides agreed to pursue future actions including RS enhancing its local presence in India and working toward a formal cooperation agreement.

## **4. Outcomes & Key Takeaways**

1. RS seeks formal recognition and cooperation with DGS to expand activities in India. DG Shipping has asked for a formal application via mail for the same.
2. DGS highlighted that a local presence and IACS class certification are essential for future collaboration.
3. RS presented its technical strengths in nuclear fleet and ice-class vessels.
4. Discussions on Cochin Shipyard repair collaboration and nuclear platform certification to continue.

5. Political aspects influencing IACS decisions were acknowledged; reinstatement discussions are ongoing.
6. Both parties agreed to maintain open communication and work toward a formalized agreement by the end of November.

## 5. Photographs & Collaterals





6.

### **Conclusion**

The meeting concluded on a positive note, reaffirming the mutual intent of India and Russia to strengthen maritime cooperation and promote technical partnerships in the ship classification and certification domains.

The session ended with the exchange of memento and a group photo session, marking the conclusion of a constructive and forward-looking dialogue between the two maritime authorities.



# Norway Working Group

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**India–Norway 10<sup>th</sup> Joint Working Group Meeting**

**India Maritime Week 2025**

**Venue: NESCO, Mumbai**

**Date: 28<sup>th</sup> Oct'2025**

**Time: 10:00 am – 12:00 pm**

**1. Executive Summary**

The 10<sup>th</sup> Joint Working Group (JWG) between India and Norway continues to function as a key institutional mechanism under the India-Norway Strategic Partnership, aimed at deepening sectoral cooperation and ensuring systematic monitoring of progress across identified areas. Over successive meetings, the JWG has strengthened frameworks for collaboration and enhanced engagement between the two countries, particularly in advancing sustainable maritime initiatives.

The present meeting marked an important milestone in this collaborative journey. Having progressed from conceptual discussions to the implementation of concrete actions and pilot projects, both sides reaffirmed their shared commitment to operationalizing green and sustainable maritime solutions. The deliberations held during this session reflected the growing maturity of the partnership and underscored the intent to translate policy objectives into measurable outcomes within clearly defined timelines.

**1. About the Event**

The session was co-chaired by Shri Rajesh Kumar Sinha, ***Special Secretary (Ports & Shipping), Ministry of Ports, Shipping and Waterways (MoPSW), Government of India***, and senior Norwegian officials along with representatives from the industry associations and companies including DNV.

The meeting witnessed participation from senior officials of both sides, reflecting the shared commitment of India and Norway to strengthen bilateral cooperation in the maritime domain, promote sustainable shipping, and enhance collaboration under the framework of the International Maritime Organisation (IMO).



**1. 2 Attendees and Audience Profile**

**List of Delegates from India**

<b>Sr. No.</b>	<b>Name</b>	<b>Designation</b>
1	Shri. Rajesh Kumar Sinha	Special Secretary, MoPSW
2	Shri. Manoj Kumar Singh	Joint Secretary, MoPSW
3	Shri. Mandeep Singh Randhawa	Director (MA) MoPSW
4	Shri. Vipul Singhal	Director (Intl. Coop.) Ship Building and Repair, MoPSW
5	Shri. Aniruddha Chaki	Dy CS (Intl Coop)
6	Shri. Pravin Kumar ROy	E & SS cum DDG (Tech.)

**List of Delegates from Norway**

<b>Sr. No.</b>	<b>Name</b>	<b>Designation</b>
1	Mr. Fredrik Bjerke Abdelmaguid	Deputy Consul General, Royal Norwegian Consulate General, Mumbai
2	Mr. Bjørn Iversen	Director Innovation Norway India
3	Mr. Ingvar M. Mathisen	Port Director / CEO Port of Oslo & Chair - Ports of Norway
4	Ms. Helene Tofte	Executive Director, Norwegian Shipowners Association
5	Mr. Uday Chaitanya Ganivada	Country Manager India Sri Lanka and Bangladesh, DNV

**Other Delegates**

<b>Sr. No.</b>	<b>Name</b>	<b>Organization</b>
1	Dr. Jose Matheicka	TCID, IMO

## **2. Objectives of the Event**

### **2.1 Primary Objectives**

The India-Norway Joint Working Group (JWG) on Maritime Cooperation functions under the framework of the India-Norway Ocean Dialogue with the aim of advancing sustainable, secure, and innovation-driven maritime development. The key objectives of the JWG are:

- a. To strengthen institutional and policy dialogue between maritime authorities of both countries, including the Directorate General of Shipping (India) and the Norwegian Ministry of Trade, Industry and Fisheries.
- b. To promote green and sustainable shipping, including the development of green maritime corridors, deployment of clean fuels, and adoption of technologies supporting maritime decarbonization.
- c. To enhance cooperation in shipbuilding, ship repair, and ship recycling, encouraging knowledge exchange, joint R&D, and investment aligned with India's shipbuilding and maritime infrastructure initiatives.
- d. To collaborate on maritime safety, seafarer welfare, and digitalization of certification processes, in line with international conventions and best practices.
- e. To support capacity building, training, and innovation, through joint Centres of Excellence, industry partnerships, and academic exchanges.
- f. To explore collaboration in maritime heritage and cultural cooperation, including museum partnerships and exhibition exchanges.
- g. To serve as a mechanism for monitoring progress and facilitating implementation of identified bilateral projects.

### **2.2 Focus Areas and Expected Outcomes**

The JWG continues to build on the strong maritime partnership between India and Norway, emphasizing sustainability, technological innovation, and inclusive growth. Discussions during the session focused on the following thematic areas:

1. **Green and Sustainable Shipping:** Both sides reaffirmed commitment to joint initiatives under Green Voyage 2050 and other collaborative platforms aimed at advancing low- and zero-emission shipping.
2. **Green Maritime Corridors:** The two countries agreed to explore the development of Green Maritime Corridors linking Indian and Norwegian ports, with coordinated work on feasibility and technical assessments.



3. **Shipbuilding and Maritime Industry Cooperation:** India outlined new shipbuilding and financing schemes, while Norway expressed interest in participation and policy consultation. Both sides identified opportunities for investment and technology exchange.
4. **Sustainable Fuels, Digitalization, and Emerging Technologies:** Cooperation opportunities were noted in methanol and hydrogen-based fuels, autonomous shipping, and digital maritime solutions, leveraging Norway’s expertise and India’s expanding maritime ecosystem.
5. **Maritime Workforce and Training:** Both sides discussed establishing a Joint Centre of Excellence on Autonomous Shipping, expanding internship and training opportunities for Indian seafarers on Norwegian vessels, and enhancing collaboration on STCW and gender equality initiatives.
6. **Maritime Heritage Collaboration:** India briefed Norway on progress under the National Maritime Heritage Complex at Lothal. Norway took note of the update and will explore potential engagement at a later stage.

**2.3 Alignment with India’s Maritime Vision (MIV 2030 & MAKV 2047)**

The initiatives under the India-Norway JWG align with India’s long-term maritime strategies—Maritime India Vision (MIV) 2030 and Maritime Amrit Kaal Vision (MAKV) 2047 –which emphasize green growth, innovation, and global partnerships. Cooperation with Norway on green shipping, digitalization, and capacity building directly supports these objectives by promoting decarbonization, sustainable port development, and technological leadership.

**3. Event Schedule Snapshot**

Sl. No.	Agenda Item	Concerned Wing/ Organization	Proposed composition of the JWG
1	Investment and Technological Cooperation	Ports Wing/SBR SBR/ CSL/DGS	SS(PS&W) - Co-chair from Indian side Dir(IC) as Member-cum-Convener
2	Seafarer training and their employment opportunities. Maritime education and skill development	DGS/ MA/IMU	Representatives from Ports, Sagarmala, MA, MS, ML & SBR Wings/Divisions
3	(i) Operationalization of Green Maritime Corridors with Indian ports (ii) Ports level financing frameworks for green and sustainable infrastructure. (iii) Engagement on NSR readiness, including training and capacity building.	Ports Wing/ChPA	Representative from DGS Representative from CSL Representative from Chennai Port Representative from IMU
4	Signing of NMHC MoU with Norway (if not G2G, MoU may be signed with Maritime Museum in Oslo).	Sagarmala Wing	

#### **4. Key Highlights & Discussions**

##### **IMO-related matters and cooperation on Decarbonization and Net Zero Framework (Lead by India & Norway)**

India apprised the meeting of its continued engagement at IMO and expressed appreciation for Norway's consistent support. Norway requested India's reciprocal support in the upcoming IMO Council elections and underlined the importance of cooperation in achieving the Net Zero framework and reducing greenhouse gas emissions. Both sides agreed to explore collaboration on decarbonization pathways and sharing best practices on implementation strategies under IMO frameworks.

##### **Industry perspectives on IMO outcomes and future cooperation (Lead by Norway Shipowners Association)**

Norway Shipowners Association acknowledged India's active role at IMO and expressed disappointment with the recent MEPC outcome. The Association sought India's continued support and engagement in the forthcoming sessions. India reiterated its commitment to working closely with Norway and other partners for constructive outcomes in future IMO deliberations.

##### **Green Maritime Cooperation and Green Voyage 2050 (Lead by Dr Jose Matheickal)**

Dr Jose Matheickal gave a presentation on the Green Voyage 2050 initiative and various other initiatives at the IMO. Both sides discussed potential areas for cooperation in green shipping, decarbonization, and capacity building. India appreciated Norway's leadership and confirmed interest in aligning national efforts on green corridors and sustainable maritime practices.

##### **Digitalization and Autonomous Shipping (Lead by DNV)**

DNV made a brief presentation on advancements in digitalization and autonomous shipping, highlighting opportunities for collaboration in smart ship technologies, data analytics, and regulatory readiness. Both sides recognized the potential for joint research and pilot projects in the domain of autonomous shipping.

##### **Discussion on Shipbuilding Financial Assistance Scheme (SBFA) and Maritime Development Fund (Lead by India: Director Shipping & Director MA)**

India provided an overview of its shipbuilding and financial support initiatives including the SBFA, Maritime Development Fund, and ongoing credit facilitation mechanisms. The schemes are aligned with the vision of MIV and MAKV to boost shipbuilding infrastructure and competitiveness. Norway welcomed the initiatives and expressed interest in exploring investment opportunities.

### **New Maritime Legislations and Investment Opportunities (Lead by India: Director MA)**

India highlighted the recent modernization of its maritime legal framework with the enactment of five major laws, covering shipbuilding, infrastructure status for ships, and ship recycling. India also informed about upcoming initiatives such as green hydrogen hubs and methanol bunkering planned at Tuticorin by March 2026. Norway expressed interest in participating in these emerging opportunities.

### **Clarifications on Shipbuilding Credit Scheme and Policy Consultation (Lead by Norway)**

Norway sought clarification regarding the applicability and retroactivity of the new credit scheme and its scope for international financing. Norway emphasized the importance of engaging in policy formulation and requested to be included in stakeholder consultations led by DG Shipping. India agreed and informed that the guidelines will be finalized by 30 November and Norway will be invited to participate in the consultation process.

### **Ship Recycling and EU Compliance (Lead by India)**

India provided an update on implementation of the Hong Kong Convention (HKC) standards through the Ship Recycling Act, 2019. It was informed that 120 out of 153 plots at Alang are HKC-compliant and 31 are in the process of obtaining EU certification. Norway offered to share its draft ship recycling framework informally. India requested Norway's support for India's push for EU certification recognition.

### **Green Vessel Construction and Collaboration with CSL (Lead by India: CSL)**

Cochin Shipyard Limited (CSL) presented updates on its ongoing projects in low-emission and energy-efficient vessel construction. CSL highlighted Norway as a key partner in developing sustainable vessel technologies. Both sides reaffirmed cooperation in advancing green shipbuilding.

### **Market Access and Recognition of Classification Societies (Lead by Norway: DNV)**

Norway raised concerns regarding limited market access due to current policies restricting load line certification to IRS. DNV highlighted duplication of compliance and increased costs for shipowners. DNV expressed willingness to expand operations in India and sought reconsideration of the policy to allow competition among recognized organizations. India advised DNV to submit a formal proposal to DG Shipping for review.

### **Maritime Workforce Development and Crewing Cooperation (Lead by India & Norway)**

India outlined initiatives to enhance seafarer training, promote women seafarers, and digitalize Certificates of Competency (CoCs). Both sides discussed establishing a Joint India-Norway Centre of Excellence for training in autonomous ship operations. India sought internship opportunities for Indian cadets on Norwegian vessels. Norway appreciated India's gender equality measures and proposed an informal meeting on the sidelines of STCW in February.

### **Collaboration on National Maritime Heritage Complex (Lead by India)**

India briefed Norway on the progress of the National Maritime Heritage Complex at Lothal and invited Norway's participation in the proposed MoU for artefact collaboration. Norway indicated it was not keen to proceed with the MoU at this stage. Both sides agreed to maintain dialogue on potential future collaboration.

## **5. Feedback Summary**

The Norwegian delegates appreciated India's reform momentum but requested faster implementation and enhanced regulatory clarity. Indian delegates recognized Danish leadership in digital port ecosystems and green innovation, viewing them as essential enablers for achieving ***Amrit Kaal Vision 2047***.

## **6. Conclusion**

Both sides reaffirmed their commitment to strengthening cooperation under the India - Norway Strategic Partnership, particularly in the areas of green shipping, shipbuilding, port decarbonization, and maritime heritage. India invited Norway's continued participation in capacity-building and policy consultations.



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## INTRODUCTION:

India Maritime Week was a premier global event that brought together maritime experts, innovators and leaders from around the world to showcase the latest advancements in maritime technology and foster collaboration across the industry. Held from 27th-31st October 2025 at the Bombay Exhibition Center, Goregaon, Mumbai, IMW served as a dynamic platform that celebrated innovation, facilitated meaningful dialogue and strengthened partnerships shaping the future of the global maritime sector.

The India Maritime Week 2025 featured a diverse range of sessions, including ministerial plenaries, state and country sessions, thematic dialogues and cultural programs, all aimed at showcasing advancements and fostering collaboration in the maritime sector. Among these, the session on 28th October 2025, titled Green Maritime Day, brought together national and international stakeholders to discuss sustainable shipping solutions and explore pathways for advancing green maritime practices in India and across the globe.

Green Maritime Day will convene national and international stakeholders from the maritime, energy and transport sectors to discuss sustainable shipping solutions, including green shipping corridors, green fuel bunkering and exports, zero-emission trucks, maritime pollution and shore power integration. Participants will have the opportunity to learn from global leaders, gain insights on best practices and identify actionable opportunities across the maritime value chain. Sessions will explore India's strategic advantages, technology readiness and policy frameworks, fostering collaboration and innovation. This platform aims to accelerate decarbonization, share knowledge and shape the future of green shipping in India and globally.



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**ABOUT GREEN MARITIME DAY:**

The Green Maritime Day session, organized as a significant part of India Maritime Week 2025, was held in partnership with the Ministry of Ports, Shipping and Waterways (MoPSW), the Rocky Mountain Institute (RMI), the National Centre of Excellence for Green Ports and Shipping (NCoEGPS) and Lloyd's Register (LR). The session brought together a diverse array of national and international stakeholders representing the maritime, energy and transport sectors, reaffirming a shared global commitment toward sustainable, low-carbon and future-ready maritime operations.

The discussions were structured to promote in-depth engagement on sustainable shipping solutions, with a particular focus on green shipping corridors, green fuel bunkering and exports, zero-emission trucks, maritime pollution and shore power integration. These topics reflected the core agenda of the event to explore innovative pathways for decarbonization, reduce the sector's environmental footprint and accelerate the adoption of cleaner technologies across the maritime value chain.

Speakers and panellists included industry leaders, policy experts, researchers and international representatives, who offered diverse perspectives on the transformation of maritime logistics and port operations through the lens of sustainability. They highlighted the growing importance of green fuel infrastructure, particularly in the context of India's potential to emerge as a global hub for green fuel production, export and bunkering. The discussions underscored the need to develop green shipping corridors as dedicated routes powered by low- and zero-emission fuels such as hydrogen, ammonia and biofuels, supported by modernized ports equipped with efficient shore power systems. Another major theme explored during the session was India's strategic advantage in driving the global green maritime transition. With its extensive coastline, robust port network, emerging green hydrogen economy and skilled maritime workforce, India is uniquely positioned to take a leadership role in sustainable shipping. The country's proactive policy frameworks, including initiatives by MoPSW for port-led development and renewable integration, were acknowledged as pivotal in facilitating the technology readiness needed for large-scale decarbonization.

In addition, the session shed light on the growing role of zero-emission trucks in port and hinterland logistics to complement clean maritime transport. The issue of maritime pollution, including air, water and noise emissions, was addressed comprehensively, with stakeholders emphasizing preventive strategies, international compliance and collaborative innovation to safeguard marine ecosystems.

Through open dialogue, knowledge exchange and best practice sharing, the Green Maritime Day session succeeded in fostering meaningful collaboration among governments, industry representatives and academia. It not only emphasized the urgency of collective action to combat climate change within the maritime domain but also provided a roadmap for aligning India's maritime growth with global sustainability goals.



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By the conclusion of the event, participants collectively recognized that Green Maritime Day had evolved into more than just a session, it had become a strategic platform for shaping the trajectory of green shipping, encouraging innovation, strengthening policy cooperation and propelling India toward becoming a key driver of sustainable maritime transformation in the years ahead.



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## OBJECTIVE OF THE EVENT:

1. **Showcase India's Leadership:** Highlight India's achievements and ambitions in decarbonizing ports and shipping, positioning the nation as a global frontrunner in the green maritime transition.
2. **Foster Collaboration:** Unite stakeholders from industry, government, finance and civil society to align on strategies, partnerships and actionable pathways for advancing green fuels and zero-emission shipping.
3. **Accelerate Implementation:** Identify concrete actions, investment priorities and policy enablers required to scale up green shipping corridors, fuel bunkering infrastructure and port readiness across India.

## EXPECTED OUTCOMES:

1. **Industry Leaders** - Maritime firms, ports, fuel producers and logistics companies will gain insights into emerging policies, technologies and partnerships that support low-carbon and sustainable growth objectives.
2. **Policy and Regulatory Stakeholders** – Government agencies, port authorities and the IMO will have opportunities to align policy frameworks with industry needs and strengthen actions toward maritime decarbonization.
3. **Financial Stakeholders** – Banks, investors, insurers and credit agencies will be able to identify green investment opportunities while evaluating associated risks and returns in the evolving maritime landscape.
4. **International Partners** – Embassies, trade representatives and global maritime organizations will foster collaboration and build international partnerships to advance green shipping initiatives.
5. **Civil Society and Academia** – Research institutions, think tanks and NGOs will engage with industry and policymakers to share data-driven research, promote dialogue and contribute to evidence-based policy development.



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**LIST OF SESSIONS:**

<b>SESSION NO.</b>	<b>TITLE</b>
Session 1	Leveraging India's strategic advantage to capitalise on green shipping corridor opportunities
Session 2	Empowering Indian Ports to Emerge as Hubs for Green Fuel Bunkering and Exports
Session 3	Accelerating adoption of Zero Emission Trucks (ZETs) at Ports
Session 4	Enabling shore power development for Indian ports
Session 5	Tackling Marine and Port Pollution: Strategies for a Cleaner Maritime Sector

**INTRODUCTORY SESSION:****List of Events:**

<b>Sr. No.</b>	<b>Event/Topic</b>	<b>Speakers</b>
1	Welcome Remarks	Shri. R. Lakshmanan, Joint Secretary (Ports, PPP, CS, Sagarmala-I, & IT), MoPSW
2	Fire Side Chat: Global Ministerial Dialogue on Maritime Sustainability Potential Panelists	1. Shri Bhupender Yadav, Hon'ble Minister of Environment, Forest and Climate Change 2. Ms. Marianne Sivertsen Næss, Hon'ble Minister of Fisheries and Ocean Policy, Norway  <b>Moderator:</b> Akshima Ghate, Managing Director, RMI
3	Keynote Remarks	Shri. Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways
4	Ministerial Address	Shri. Sarbananda Sonowal, Hon'ble Minister of Ports, Shipping and Waterways
5	Thought Leadership Launches	Facilitated by Shri. R. Lakshmanan, Joint Secretary (Ports, PPP, CS, Sagarmala-I, & IT), MoPSW
6	Special Address on International Maritime Organization (IMO)	Dr Jose Matheickal, Director, International Maritime Organization
7	Special Address on Global green shipping and ports transformation	Shri. Rajiv Jalota, Retd. IAS, Ex-Chairman IPA and Mumbai Port Authority

**Welcome Address:**

**Shri R. Lakshmanan, Joint Secretary (Ports, PPP, CS, Sagarmala-I & IT), MoPSW**, in his welcome address, warmly welcomed all the distinguished delegates, industry stakeholders and participants to the Green Maritime Day session. He expressed his gratitude for their presence and collaboration in advancing India's maritime sustainability agenda. And highlighted India's vast coastline and its leadership in driving a greener, more sustainable maritime future through innovation, policy transformation and pollution control. He emphasized that the Indian shipping industry is transitioning towards global decarbonization through technology and partnerships.



He also later gave a presentation on the **Green Port Performance Index (GPPI)**, which serves as a framework to evaluate and enhance the environmental performance of Indian ports. The GPPI assesses 13 measurable indicators grouped under three key objectives –energy efficiency, resource conservation and pollution control. It aims to promote sustainable operations, transparency and accountability within the port ecosystem. Ports showcasing exemplary green practices are recognized through MoPSW awards, encouraging innovation and leadership in sustainability. The presentation underscored GPPI’s vital role in driving India’s maritime green transition and establishing globally competitive, environmentally responsible ports.

### **Keynote Address:**

In his virtual keynote address, **Shri Bhupender Yadav, Hon’ble Minister of Environment, Forest and Climate Change**, emphasized that as the world faces the



pressing challenges of climate change, the maritime industry must lead the way in decarbonization through the adoption of green hydrogen, ship electrification and reduction of carbon footprints. He highlighted that the development of green maritime clusters will be a landmark step towards achieving sustainability, noting that this transition is not only economic but also a moral responsibility—one that protects the environment, creates employment and ensures cleaner seas and purer air for the future. Shri Yadav also referred to the Maritime India Vision and Maritime Amrit Kaal Vision, underscoring India’s ambitious targets for a greener and more resilient maritime sector.

### **Keynote Address: Norway’s leadership in global maritime sustainability**

In the keynote session on Norway’s Leadership in Global Maritime Sustainability, Ms. Akshima Ghate, Managing Director, RMI India, engaged in a dialogue with **Ms. Marianne Sivertsen Næss, Hon’ble Minister of Fisheries and Ocean Policy, Norway**. The



discussion focused on Norway’s policies for promoting green maritime practices, including efforts toward green hydrogen, renewable fuels and green shipbuilding, while also touching upon India’s Harit Sagar Guidelines and targets for reducing greenhouse gas emissions. Responding to the discussion, Ms. Næss emphasized that climate change affects all nations and the maritime sector, being a vital part of Norway’s economy, is continuously evolving toward sustainability. She highlighted Norway’s cooperation with India through bilateral agreements and reaffirmed both nations’ commitment under the IMO’s Net Zero framework to safeguard the marine environment and strengthen collaboration for developing a sustainable blue economy.

## Keynote Remarks:

**Shri Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways** highlighted that under the Harit Sagar – Green Port Guidelines 2023, all major ports have been



directed to prepare detailed action plans to achieve carbon neutrality in a phased manner. The Guidelines focus on promoting the use of renewable energy, waste-to-wealth initiatives, shore power, conservation of water and sustainable dredging practices. They emphasize that port operations must move toward zero waste and zero emissions, integrating green technologies and environment-friendly infrastructure.

He further noted that these efforts are aligned with the Maritime Amrit Kaal Vision 2047, which lays out a comprehensive blueprint for India's maritime growth. The Vision identifies more than 300 initiatives across ports, shipping and inland waterways, aiming to make India a global maritime leader through port-led development, digital transformation and green infrastructure. It envisions modern, efficient and sustainable ports that will drive India's economic and environmental goals in the decades ahead.

## Ministerial Address

In his Ministerial Address, **Shri Sarbananda Sonowal, Hon'ble Minister of Ports, Shipping and Waterways**, warmly welcomed and congratulated all delegates, industry stakeholders and international participants attending the Green Maritime session. He reaffirmed India's strong commitment to building a sustainable and globally competitive



maritime ecosystem under the frameworks of the Maritime India Vision (MIV) 2030, the Maritime Amrit Kaal Vision (MAKV) 2047 and the Harit Sagar – Green Port Guidelines 2023. The Minister highlighted that MIV 2030 serves as a comprehensive roadmap with over 150 initiatives to transform India into a global maritime hub through port modernization, coastal and inland waterway connectivity, shipbuilding and repair, logistics efficiency, digitalization and green growth. He further emphasized that the long-term Maritime Amrit Kaal

Vision 2047 builds upon these goals, outlining over 300 initiatives to achieve a resilient, technology-driven and environmentally sustainable maritime future, including the development of two new mega ports, five green hydrogen/ammonia hubs and over 1,000 green vessels by 2029.

Referring to the Harit Sagar Guidelines, Shri Sonowal underscored that all major ports have been assigned clear carbon reduction targets — a 30% cut in carbon intensity by 2030 and 70% by 2047 — alongside mandates to increase renewable energy use, establish green bunkering infrastructure and implement zero-waste operations. He noted

that these initiatives are complemented by significant investments in shipbuilding and ship recycling infrastructure, positioning India as a leading player in sustainable maritime manufacturing. The Minister concluded by affirming that these collective efforts reflect not only India's economic ambition but also its moral responsibility to safeguard the oceans, advance clean energy and secure a greener maritime future for the world.

## Special Address



Dr. Jose Matheikal delivered a visionary address on the IMO's policy regime for decarbonisation in the maritime industry, centring his theme on ***"Reimagining the Maritime Future."*** He highlighted how innovation and human capability together form a "smart partnership," sharing his personal inspiration from witnessing a young seafarer expertly handle an electric ship — a symbol of the new era where technology and human

skill converge. Emphasising that nearly 80% of global trade is maritime, he underlined the urgency of transitioning towards a sustainable, low-carbon maritime ecosystem with humans at its core.

Dr. Matheikal elaborated on the IMO's Greenhouse Gas Emission Reduction Strategy, outlining its near- and long-term goals to achieve cleaner, greener shipping. He underscored that innovation, digitisation and decarbonisation must progress hand in hand, as digital connectivity between ports and ships will enhance efficiency and transparency. Stressing the need for green fuel adoption, he urged governments to foster partnerships with the private sector to develop the necessary green fuel infrastructure, backed by strong financial collaboration. He also spoke about the benefits of ship recycling, which contributes to resource efficiency and sustainability.

Commending India's leadership in maritime advancement, Dr. Matheikal praised initiatives such as Sagarmala and Sagar Mein Samman, describing them as evidence of India's rapid progress and innovation in the sector. He appreciated Indian seafarers for their professionalism and global reputation and noted the IMO's collaboration with the Directorate General of Shipping in empowering women as "leaders of the sea." He further addressed critical issues such as marine plastic litter, underwater noise reduction and the development of a blue economy capable of generating 400 million sustainable jobs worldwide. Concluding his address, Dr. Matheikal reaffirmed IMO's role as a global link between nations, envisioning a quieter, greener, cleaner and human-centric maritime future driven by education, sustainability and innovation through institutions like the World Maritime University and the International Maritime Law Institute.



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## Key Highlights of the Session:

- The session opened with a focus on India's leadership in advancing a sustainable maritime future through innovation, policy transformation and pollution control. The Green Port Performance Index (GPPI) was introduced as a framework to evaluate ports on energy efficiency, resource conservation and pollution control.
- It was emphasized that the maritime industry must lead global decarbonization efforts through the adoption of green hydrogen, ship electrification and the development of green maritime clusters, aligning with India's long-term visions for sustainable growth.
- The session highlighted global collaboration in promoting green shipping, with discussions on renewable fuels, green shipbuilding and mutual commitments under international frameworks such as the IMO Net Zero targets and the Harit Sagar Guidelines.
- The discussions also underscored India's roadmap for achieving carbon-neutral ports, integrating renewable energy, waste-to-wealth initiatives and green infrastructure. The session concluded with a call to reimagine a sustainable, innovative and human-centric maritime future.

## Summary:

The opening session of Green Maritime Day set a visionary tone and laid a strong foundation for the deliberations that followed. It underscored India's commitment to advancing a sustainable and low-carbon maritime ecosystem through innovation, strategic policy initiatives and international collaboration. Key focus areas included the Green Port Performance Index (GPPI), Harit Sagar Guidelines and the Maritime Amrit Kaal Vision, all aimed at fostering renewable energy integration, waste-to-wealth practices and digital transformation across ports. The session emphasized India's vision of developing carbon-neutral, resilient and globally competitive ports aligned with international decarbonization goals under IMO frameworks. By charting an ambitious roadmap for green shipping and port transformation, the session set a great stage for the future discussions that delved deeper into achieving a cleaner, greener and more sustainable maritime sector.

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## SESSION 1: LEVERAGING INDIA'S STRATEGIC ADVANTAGE TO CAPITALISE ON GREEN SHIPPING CORRIDOR OPPORTUNITIES

**Introduction:**

Shipping serves as a cornerstone of global trade while also being a major source of greenhouse gas emissions. In pursuit of the International Maritime Organization's (IMO) goal of achieving net-zero emissions by 2050, more than 60 green shipping corridors have been established across the world. With its long coastline and abundant renewable energy resources, India is well-positioned to play a leading role in this transformation. Meaningful dialogue on collaborative frameworks, infrastructure development and policy measures is crucial. This session was designed to examine strategies for advancing the creation of sustainable and efficient green shipping corridors.

During the session, India's strengths and opportunities in developing green shipping corridors were discussed in detail. Participants reflected on the nation's technological and infrastructural readiness and examined ongoing initiatives aimed at enhancing collaboration across the maritime value chain. Action points were identified for India to take a leading role in championing the development of both international and coastal green corridors, reinforcing its commitment to sustainable and low-carbon maritime growth.

**1.1 Table of Events and Participants**

Sr. No.	Event /Topic	Speakers/ Panellists
1	Presentation on India's Efforts on Championing Coastal and International Green Shipping Corridors	Patience Bukirwa, Senior Associate, RMI
2	Panel Discussion	<ol style="list-style-type: none"> <li>1. Johannah Christensen, CEO, Global Maritime Forum</li> <li>2. Deniz Kirdar True, Deputy and Managing Director for Asia, Svitzer Group</li> <li>3. Loftur Thorarinsson, Head of New Energies, India, MOL</li> <li>4. Srivatsan Iyer, Global CEO, HFE</li> <li>5. Annette Holte, Country Manager - India, Kongsberg Maritime</li> <li>6. Achille Sobry, Business Development Lead- Indian Subcontinent, Port of Antwerp-Bruges International</li> </ol>

- Moderator:** Aparajit Pandey, Director - Global Shipping, RMI
- 3** Special Address on MoPSW's Journey Towards Greening Ports and Shipping
- Shri. T. K. Ramachandran, Former Secretary, MoPSW

**Ms. Patience Bukirwa, Senior Associate, RMI** on her presentation on “India’s efforts on championing coastal and international green shipping corridors” delivered an insightful presentation highlighting **India’s leadership in advancing coastal and international**



**green shipping corridors.** She emphasized that green corridors serve as a vital framework to accelerate maritime decarbonisation by integrating innovation, policy support and stakeholder collaboration. Explaining the concept of green corridors as specific shipping routes utilizing low- or zero-emission fuels, she noted their importance in addressing the cost and scalability challenges associated with e-fuels, while promoting end-to-end sustainability

across maritime value chains.

Ms. Bukirwa spotlighted **VOC Port** as India’s southern anchor for green shipping, with over **4.5 million tonnes of green ammonia production capacity** announced by six producers—enough to initiate large-scale bunkering and export operations by 2030. She detailed several international partnerships, including the Greenko-RWE MoU and the collaboration among Sembcorp, Sojitz Corporation, Kyushu Electric Power and NYK Line, that are paving the way for robust green fuel trade. Positioned strategically on global shipping routes, VOC Port is also one of the **national hydrogen hub ports**, actively developing infrastructure for e-fuel storage and bunkering. Ms. Bukirwa concluded by reaffirming that India’s proactive policies, strategic location and growing green fuel ecosystem position it to become a **regional and global leader in green corridor development**, linking sustainable shipping ambitions with international climate goals.

## PANEL DISCUSSION



The first session of Green Maritime Day, held during the Indian Maritime Week, focused on India's emerging leadership in developing green shipping corridors and its potential to become a global hub for green fuel production and supply. The discussion emphasized that with its extensive coastline, robust port infrastructure and growing renewable energy capacity, India holds a strategic advantage in shaping the global transition toward low-carbon maritime trade.

Speakers highlighted that India is rapidly positioning itself as a leader in green hydrogen and alternative marine fuels such as green ammonia and methanol. These fuels, they noted, will play a central role in achieving sustainable maritime operations. However, participants stressed that for India to fully capitalise on this opportunity, there must be policy and regulatory certainty, along with the development of commercial infrastructure for green fuel production, storage and bunkering. Even for short-sea vessels, the adoption of green fuels can substantially reduce emissions and operational costs, promoting cleaner coastal shipping.

Representatives from global organizations such as the Global Maritime Forum, MOL, Svitzer Group, HFE, Kongsberg Maritime and Port of Antwerp-Bruges International shared insights on collaborative frameworks for accelerating decarbonisation. It was observed that geographical proximity to key hubs like Singapore could enable India to establish strong partnerships for bunkering and fuel supply. Singapore, being a leading maritime centre, expressed interest in working closely with India to create a network of green shipping corridors in the region.

Panellists also discussed the importance of ensuring quality and consistency in green fuel supply chains, particularly as vessel orders for methanol and hydrogen-based

propulsion continue to grow globally. The session noted that short-sea shipping and coastal transport could increasingly rely on battery-powered or electric ships, complementing the broader energy transition within the maritime sector. Ensuring adequate supply, reliable distribution channels and internationally harmonised standards were identified as key priorities for India's maritime fuel ecosystem.

Another crucial point raised was the need for capacity building, training and collaboration among industry stakeholders. Participants recommended that India should work through training companies and aggregators to support seafarers, port operators and energy providers in adopting new technologies and operational practices. Developing shared definitions, standards and certification systems for green fuels was seen as vital to creating confidence and coherence across the maritime value chain.

In conclusion, the session reaffirmed that India's transition to green shipping corridors must be built on strong partnerships and coordinated action between the government, private sector and international agencies. Initiatives such as incentivization schemes, regional collaborations and port-level sustainability programs were highlighted as practical steps to drive progress. With ongoing efforts at ports like JNPT and VOC and strategic engagement with global partners, India is poised to lead the regional transformation toward a cleaner, greener and more resilient maritime future.

**Shri T.K. Ramachandran, Former Secretary, Ministry of Ports, Shipping and Waterways (MoPSW)**, delivered an insightful address on India's ongoing journey toward



sustainable and eco-friendly port operations. Emphasizing the vision of making the **blue economy green**, he highlighted key focus areas such as achieving zero waste, preserving marine biodiversity and improving water management at ports. He noted that while alternative fuels like ammonia and methanol are already being explored, the adoption of green hydrogen remains in its early stages. Shri Ramachandran stressed the importance of proactive innovation, urging both public and private ports to lead the transformation rather than wait for global mandates. He reminded that India's dependence on imported crude oil makes the shift to cleaner fuels not just an environmental necessity but a strategic imperative.

He further underlined the need for collaborative research, technology adoption and industry participation to ensure India's maritime sector remains globally competitive in the green transition. By integrating sustainable practices and fostering partnerships, India can emerge as a global model for green port and shipping operations. His address aligned closely with the theme of the session – **Leveraging India's Strategic Advantage to Capitalise on Green Shipping Corridor Opportunities** – reinforcing that India's vast

coastline and renewable energy potential position it strongly to lead the development of green shipping corridors and sustainable maritime growth.

### 1.2 Key Highlights:

1. India's strategic ports such as VOC Port are being developed as anchors for green shipping corridors, with over 4.5 million tonnes of green ammonia production capacity planned by 2030 to support large-scale bunkering and exports.
2. The session emphasized the need for robust policy frameworks, commercial infrastructure and regulatory clarity to accelerate adoption of green fuels like hydrogen, ammonia and methanol in coastal and international shipping.
3. Global partners including the Global Maritime Forum, MOL, Svitzer Group and the Port of Antwerp-Bruges International highlighted collaboration with India to create a regional network of green corridors connecting key hubs such as Singapore.
4. Speakers stressed capacity building, skill development and the establishment of common fuel standards and certification systems as essential to ensuring India's leadership in the global maritime energy transition.

### 1.3. Summary:

The session on "Leveraging India's Strategic Advantage to Capitalise on Green Shipping Corridor Opportunities" underscored India's strong potential to lead the global maritime decarbonisation effort through its vast coastline, renewable energy capacity and strategic port infrastructure. Discussions highlighted ongoing initiatives at ports like VOC and JNPT to develop green hydrogen and ammonia-based fuel hubs, supported by international partnerships and policy frameworks. Experts emphasized the need for regulatory clarity, capacity building and harmonised fuel standards to accelerate adoption of green fuels and ensure consistency in supply chains. The session concluded that through coordinated government, industry and global collaboration, India is well-positioned to emerge as a regional leader in developing sustainable green shipping corridors and advancing the global transition to low-carbon maritime trade.



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## SESSION 2 – EMPOWERING INDIAN PORTS TO EMERGE AS HUBS FOR GREEN FUEL BUNKERING AND EXPORTS

### Introduction:

Ports around the world are intensifying efforts to develop green fuel bunkering hubs to meet the rising demand for zero-emission fuels in the maritime industry. Green ammonia and methanol are increasingly being recognized as viable alternatives to conventional fuels, with port infrastructure investments becoming a key factor in shaping global competitiveness. Owing to its strategic position along major shipping routes and a supportive policy environment, India is well-placed to take a leading role in this transition. This session was intended to examine existing challenges, draw insights from international best practices and explore collaboration opportunities to establish Indian ports as reliable and competitive green fuel hubs.

Key barriers to developing multi-fuel bunkering and export infrastructure were discussed, along with an in-depth assessment of India's strengths in advancing this sector. Insights were drawn from leading global ports on best practices in green fuel bunkering and exports. The session also elaborated on opportunities for collaboration between Indian and international port ecosystems, emphasizing partnerships aimed at building a resilient and sustainable green fuel network.

### 2.1 Table of Events and Participants

Sr. No.	Event/Topic	Speakers/Panellists
1	Presentation on India's First Zero Emission Fuels Bunkering and Export Hub	Shri Prasad Chaphekar, Deputy Secretary, Ministry of New and Renewable Energy, Government of India
2	Panel Discussion	1. Shri. Susanta Kumar Purohit, Chairman, VOC Port 2. Hari Dattatreya, Senior Vice President, Energy Markets & Asset Transition, Vopak 3. Maximilian Held, Head of Solutions Lab and Shipping Initiative, H2Global Foundation 4. Ignacio Hernandez, CEO - HIF Asia Pacific, HIF Global 5. Capt. Prashant S. Widge, Head of ESG and Public Affairs, South Asia at A.P. Moller - Maersk 6. Koji Ogiwara, Director of Policy Coordination Division, Port and Harbor Bureau, City of Yokohama

**Moderator:** Jagabanta Ningthoujam,  
Principal/Director, RMI

- 3** Special Address on Shifting Gear to Zero Emission Trucks: Catalyzing a Clean Freight Future  
Sh. Ashish Kumar Singh, Former Additional Chief Secretary, Government of Maharashtra







In the context-setting presentation, **Dr. Prasad Chaphekar, Deputy Secretary, Ministry of New and Renewable Energy**, highlighted India’s strategic move to establish its first



zero-emission fuels bunkering and export hub, with Kandla, Tuticorin and Paradip ports identified as key sites for green hydrogen and derivative fuel infrastructure. He emphasized that the upcoming launch of this comprehensive initiative will position India at the forefront of the global transition to sustainable maritime energy. Drawing attention to the growing global shift toward green ammonia and methanol as cleaner fuel alternatives, Dr. Chaphekar underscored India’s readiness to leverage its renewable energy capacity, geographic advantage and policy momentum to emerge as a reliable supplier of green fuels for international shipping. The initiative reflects India’s broader vision to strengthen maritime decarbonization, enhance port competitiveness and contribute meaningfully to the world’s net-zero ambitions.

### PANEL DISCUSSION

PANELISTS

 <b>SHRI SUSANTA KUMAR PUROHIT</b> Chairman, VOC Port	 <b>IGNACIO HERNANDEZ</b> CEO – HIF Asia Pacific, HIF Global	 <b>KOJI OGIWARA</b> Director of Policy Coordination Division, Port and Harbor Bureau, City of Yokohama	 <b>CAPT. PRASHANT S. WIDGE</b> Head of ESG and Public Affairs, South Asia at A.P., Moller – Maersk
 <b>HARI DATTATREYA</b> Senior Vice President, Energy Markets & Asset Transition, Vopak	 <b>MAXIMILIAN HELD</b> Head of Solutions Lab and Shipping Initiative, H2Global Foundation	<p style="text-align: center; font-weight: bold; color: white;">MODERATOR</p>  <b>JAGABANTA NINGTHOUJAM</b> Director, RMI	



The session on Green Fuel Opportunities in India's Maritime Sector focused on positioning India as a leading hub for sustainable maritime energy. Discussions highlighted that Kandla Port is being explored for green hydrogen fuel production facilities, while Tuticorin Port is also preparing to host similar green fuel production units. Experts noted that India's geographical advantages—such as abundant sunlight and wind energy—provide a natural foundation for cost-effective green hydrogen production, even though initial output may remain modest. It was emphasized that green methanol could potentially cost as low as one-fourth of existing conventional fuels, offering strong economic incentives for transition.

**Mr. Ignacio Hernandez**, CEO – HIF Asia Pacific, **HIF Global**, expressed his company's interest in establishing green fuel commercial plants in India, recognizing the country's vast market potential and policy support for sustainable energy. Panelists collectively observed that India must create a robust domestic marketplace for green fuels, integrating multiple alternatives like hydrogen, ammonia and biofuels. They stressed that the "era of a single fuel is over," and future maritime energy systems must be diverse, supported by easily accessible bunkering hubs at major ports.

**Mr. Koji Ogiwara**, Director of Policy Coordination Division, Port and Harbor Bureau, City of Yokohama (Japan), shared Japan's regulatory experiences in green fuel deployment. He noted that while Japan leads in maritime technology and policy development, obtaining regulatory approvals and certifications for bunkering and using fuels like hydrogen remains complex and time-consuming. He cautioned that creating initial market demand for these new fuels poses a significant challenge and that infrastructure readiness—not just production—will determine success.

The panel further emphasized that India must build a competitive green fuel ecosystem, supported by indigenous biofuel innovation, safe hydrogen handling and strong investment mechanisms. Participants noted that while liquid fuels are easier to transport, hydrogen poses unique storage and mobility risks, requiring specialized port infrastructure. However, given India's energy transition momentum and favorable return on investment (ROI), the green fuel sector offers significant long-term potential for both domestic use and exports.

In conclusion, the session underscored that ports worldwide are intensifying efforts to develop green fuel bunkering hubs to meet the growing demand for zero-emission shipping fuels. With its strategic geographic position along key global trade routes and a supportive policy environment, India is well-positioned to emerge as a global leader in green fuel production and export. The discussions called for international collaboration, knowledge exchange and joint ventures to establish India's ports as reliable, competitive



and sustainable green fuel hubs, driving the maritime industry towards a cleaner and more resilient future.

## **2.2. Key Highlights of the session:**

1. India identified Kandla, Tuticorin and Paradip ports as key sites for establishing zero-emission fuel bunkering and export hubs, marking a major step toward positioning the country as a global leader in green maritime energy.
2. Experts highlighted India's geographical advantage and renewable energy capacity—with abundant solar and wind resources—enabling cost-effective green hydrogen and methanol production, potentially at one-fourth the cost of conventional fuels.
3. Global leaders, including HIF Global and the City of Yokohama (Japan), emphasized the need for a robust regulatory framework, safety standards and infrastructure readiness to accelerate green fuel adoption and market creation.
4. The session underscored that the future of maritime energy lies in fuel diversity—hydrogen, ammonia, methanol and biofuels—supported by strong investments, indigenous innovation and international collaborations to make India a sustainable green fuel hub.

## **2.3. Summary:**

The session highlighted India's strategic roadmap to position Kandla, Tuticorin and Paradip ports as global hubs for green fuel bunkering and exports, leveraging the country's vast renewable energy potential and favorable policy ecosystem. Speakers emphasized that India's abundant solar and wind resources offer a strong foundation for cost-effective production of green hydrogen and methanol—estimated to be up to one-fourth the cost of conventional fuels. Industry leaders from HIF Global, Maersk and Japan's City of Yokohama underscored the importance of establishing robust regulatory frameworks, safety standards and infrastructure readiness to support large-scale deployment. The discussions reflected a collective vision to develop a diverse, multi-fuel maritime energy ecosystem—encompassing hydrogen, ammonia, methanol and biofuels—through global collaboration and investment, setting a strong stage for future policy and industry dialogues on sustainable maritime transformation.



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## SESSION 3 – ACCELERATING ADOPTION OF ZERO EMISSION TRUCKS (ZETS) AT PORTS

### Introduction:

The **“Harit Sagar – Green Port Guidelines”** issued by the Ministry of Ports, Shipping and Waterways are designed to transform Indian ports into sustainable and environmentally responsible economic hubs. These guidelines set ambitious targets for vehicle electrification across major ports—50% by 2030 and 90% by 2047. Electric trucks (E-Trucks) play a crucial role in reducing both emissions and operational expenses. A number of initiatives, including financial support under the PM E-DRIVE scheme and incentives provided by the Indian Ports Association, are already in motion. However, widespread adoption remains a challenge. This session was intended to discuss approaches, address barriers and identify actionable solutions to accelerate the integration of E-Trucks within India’s port ecosystem.

Actions and strategies adopted by leading international ports for E-truck integration were examined, offering valuable insights into global best practices. Key challenges for E-truck deployment at Indian ports were also discussed in detail. The session concluded with the identification of practical steps and targeted solutions to accelerate large-scale E-truck adoption across ports in India, supporting the nation’s transition toward greener and more sustainable port operations.

### 3.1. Table of Events and Participants:

Sr. No.	Event/Topic	Speakers/Panellists
1	Panel Discussion	1. Shri Sunil Paliwal, IAS, Chairperson - Chennai Port Authority & Chairman - Kamarajar Port Limited and Chairman - Indian Ports Association 2. Ayla Bajwa, Senior Vice President Sustainability, DP World 3. Dhruv Kotak, Managing Director, JM Baxi 4. Debasis Mohanty, Co-founder and CEO, Transvolt 5. Sunay Mukerjee, MD and COO, Gateway Terminals India (APM Terminals Mumbai), A.P. Moller - Maersk <b>Moderator:</b> Samhita Shiledar, Principal/Director, RMI

## Shri Ashish Kumar Singh, Former Additional Chief Secretary, Government of Maharashtra on Shifting Gears to Zero-Emission Trucks – Catalysing a Clean Freight



Future emphasized the importance of accelerating the transition towards zero-emission freight transport as a key element of India's sustainable mobility strategy. He highlighted the need for an integrated framework focusing on financing models, corridor-based planning and battery infrastructure development, supported by a strong regulatory strategy to ensure scalability and long-term viability. His address underscored the need for coordinated policy efforts

and investments to catalyse a clean, competitive and future-ready freight ecosystem in India.

### PANEL DISCUSSION

**PANELISTS**

 <b>SHRI SUNIL PALIWAL</b> Chairperson – Chennai Port Authority	 <b>DHRUV KOTAK</b> Managing Director, JM Baxi	 <b>DEBASIS MOHANTY</b> Co-founder and CEO, Transvolt	 <b>SUNAY MUKERJEE</b> MD and COO, Gateway Terminals India, A.P. Moller – Maersk
<b>MODERATOR</b>			
 <b>SAMHITA SHILEDAR</b> Director, RMI			

The session on Accelerating Adoption of Zero-Emission Trucks at Ports focused on the urgent need to decarbonize freight movement within India's port ecosystem. Speakers highlighted that a significant share of emissions at ports comes from trucks engaged in cargo movement, contributing nearly 10 to 15 million tonnes of CO<sub>2</sub> emissions annually. It was emphasized that providing dedicated land and infrastructure for charging facilities at ports is essential to facilitate the transition towards zero-emission electric trucks and achieve national sustainability targets.

Shri Dhruv Kotak, Managing Director, JM Baxi Group, shared that the company aims to achieve 100% electrification of its operations by 2050, aligning with India's broader green transition roadmap. He reaffirmed the company's commitment to supporting the objectives of the "Harit Sagar – Green Port Guidelines", issued by the Ministry of Ports, Shipping and Waterways, which aim to transform Indian ports into sustainable and environmentally responsible economic hubs. These guidelines set ambitious vehicle

electrification targets of 50% by 2030 and 90% by 2047, underscoring the sector's proactive approach to reducing emissions and promoting clean energy use.

Speakers highlighted that electric trucks play a pivotal role in reducing both emissions and operational costs, thereby improving long-term competitiveness in port logistics. Several initiatives—such as the PM E-DRIVE scheme and incentives from the Indian Ports Association—are already in motion to support the transition. However, participants acknowledged that the widespread adoption of E-Trucks remains constrained by high upfront costs, limited charging infrastructure and the need for synchronized regulatory and policy frameworks to ensure scalability and financial viability.

The session also examined international best practices and actions adopted by leading global ports to integrate E-Trucks effectively. Drawing on these insights, experts identified practical measures and strategic interventions to accelerate the shift toward zero-emission freight in India. The discussion concluded with a strong consensus that India's ports must lead by example—by fostering collaboration among government bodies, private players and financial institutions—to enable a clean, competitive and future-ready freight ecosystem that supports the nation's transition toward sustainable and net-zero port operations.

### 3.2. Key Highlights:

1. The session emphasized the critical role of zero-emission trucks in decarbonizing port logistics, noting that port-based freight transport contributes an estimated 10-15 million tonnes of CO<sub>2</sub> annually, underscoring the urgency for clean mobility solutions.
2. It highlighted the need for an integrated policy framework focusing on corridor-based deployment, financing mechanisms and development of battery charging infrastructure, supported by a robust regulatory strategy to ensure scalability and long-term viability.
3. Industry leaders reaffirmed commitment to the Harit Sagar – Green Port Guidelines, which target 50% vehicle electrification by 2030 and 90% by 2047, with companies like JM Baxi Group pledging 100% operational electrification by 2050.
4. The discussions called for public-private collaboration, leveraging initiatives such as the PM E-DRIVE scheme and global best practices to overcome high upfront costs and infrastructure gaps, setting a strong foundation for a clean, competitive and future-ready freight ecosystem in India's ports.

### 3.3. Summary:

The session on “Accelerating Adoption of Zero Emission Trucks (ZETs) at Ports” underscored the urgent need to decarbonize freight movement within India's port

ecosystem, where trucks contribute nearly 10-15 million tonnes of CO<sub>2</sub> emissions annually. Discussions highlighted the significance of electric trucks in reducing emissions and operational costs, aligning with the **Harit Sagar – Green Port Guidelines**, which set targets of 50% vehicle electrification by 2030 and 90% by 2047. Industry leaders, including JM Baxi Group, reaffirmed their commitment to achieving full operational electrification by 2050. The session emphasized the importance of an integrated policy framework encompassing financing models, corridor-based deployment and battery charging infrastructure, supported by public-private collaboration and initiatives like the PM E-DRIVE scheme. Drawing from international best practices, experts agreed that fostering coordinated efforts among government, industry and financial institutions is essential to build a clean, competitive and future-ready zero-emission freight ecosystem at Indian ports.



## SESSION 4 – ENABLING SHORE POWER DEVELOPMENT FOR INDIAN PORTS

### Introduction:

Ports across the globe are increasingly adopting shore-to-ship power systems to cut vessel emissions and enhance their IMO CII performance ratings. By enabling ships to draw electricity from onshore power sources while berthed, these systems eliminate the need for auxiliary engine operation. Despite their benefits, only about 3% of ports worldwide have implemented such systems, hindered by high infrastructure costs, technical challenges and the absence of uniform standards. India has set an ambitious target to achieve full shore power implementation by 2035, with standardization milestones outlined for 2025. This session is intended to examine the key challenges, opportunities and policy enablers for expanding shore power adoption in India, drawing lessons from global best practices to accelerate progress toward a cleaner and more sustainable maritime ecosystem.

The session highlighted the potential and critical importance of shore power in advancing India's green shipping ecosystem. Participants discussed the major challenges faced in adopting shore-to-ship power at Indian ports, including infrastructure costs, technical readiness and standardization gaps. Insights were drawn from global best practices, offering valuable guidance to support India's efforts in realizing its shore power ambitions and accelerating the transition toward cleaner, more sustainable port operations.

### 4.1 Table of Events and Participants:

Sr. No.	Event/Topic	Speakers/panellists
1	Presentation on Shore Power Learnings and Challenges Globally: and	Peter Castberg Knudsen, Founder and CFO, Powercon
2	Panel Discussion	<ol style="list-style-type: none"> <li>1. Rakshith Sachitanand, Senior Strategist, Echandia</li> <li>2. Anil Devli, CEO, INSA</li> <li>3. Sunay Mukerjee, MD and COO, Gateway Terminals India (APM Terminals Mumbai), A.P. Moller – Maersk</li> <li>4. Gautam Khurana, CFO, Precious Shipping</li> <li>5. Kamal Dorabiwala, APAC Head of Transport and Logistics, International Finance Corporation (IFC)</li> </ol>

**Moderator:** Amrish Bansal, Senior Vice President, Lloyd's Register

**Mr. Peter Castberg Knudsen, Founder and CFO, PowerCon** on Shore power globally — learnings and challenges highlighted the growing global momentum toward adopting

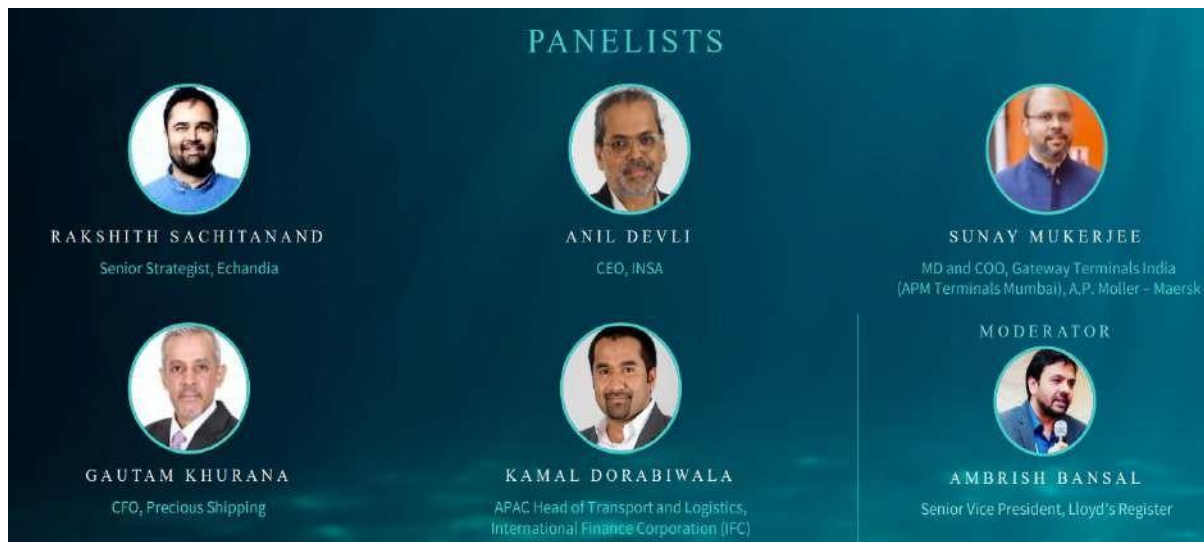


shore power systems as a key enabler of port decarbonization. He explained that shore power allows ships to connect to clean, shore-based electricity instead of burning conventional fuels while docked, thereby eliminating emissions of CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub> and particulate matter. This transition not only improves air quality in port areas and surrounding communities but also positions ports as frontline contributors to the global climate agenda. He noted that major ports across the EU, the United

States and Asia are already implementing such systems, supported by international standards such as IEC/ISO/IEEE 80005, which ensure interoperability and safety. Mr. Knudsen emphasized that India's Harit Sagar – Green Port Guidelines are well-aligned with these global frameworks and provide a strong foundation for the phased introduction of shore power across Indian ports.

He observed that India has a unique opportunity to translate policy into large-scale execution by leveraging its rapid growth in solar and wind energy, which can supply truly green electricity for shore power systems. With its strong engineering and manufacturing base, India can localize technology, reduce costs and create skilled employment. Mr. Knudsen underlined that shore power is not just an environmental initiative but a strategic investment—one that generates steady port revenue, reduces ship operating costs and opens access to green financing and carbon credit opportunities. He concluded by stressing the importance of public-private partnerships to scale up this transition and reaffirmed his message that “the future of ports is electric—let’s build it together.”

## PANEL DISCUSSION



The session on Enabling Shore Power Development for Indian Ports explored strategies to accelerate the deployment of shore-to-ship power systems, a key component of the global transition toward green and sustainable port operations. Experts highlighted that ports worldwide are increasingly adopting shore power to reduce vessel emissions and improve their IMO Carbon Intensity Indicator (CII) ratings. By allowing ships to draw electricity directly from onshore grids while berthed, these systems eliminate the need for auxiliary engine operation, significantly cutting emissions of CO<sub>2</sub>, NO<sub>x</sub> and SO<sub>x</sub> and improving air quality in port areas.

Panelists noted that despite these advantages, only around 3% of ports globally have implemented shore power systems, primarily due to high capital costs, technical barriers and the lack of standardized protocols. The discussion emphasized that achieving large-scale adoption requires a collaborative approach involving port authorities, government agencies and private operators. Participants underlined the need for a regulatory strategy supported by government incentives, including three-phase capital expenditure subsidies, operational cost reductions and cargo rebates to encourage early adoption.

Operational challenges were discussed in depth, particularly concerning system integration, real-time energy management and port-level technical readiness. Experts stressed that the solution lies in industry-wide training programs to build technical capacity and the development of standardized operational protocols for safe and efficient implementation. They also emphasized the importance of adopting digital monitoring and management systems for optimizing power usage and ensuring reliability.



The panel further observed that India has set an ambitious target to achieve full shore power implementation by 2035, with standardization milestones planned for 2025. This roadmap aligns with the country's broader *Harit Sagar – Green Port Guidelines*, which aim to transform Indian ports into globally competitive, low-carbon hubs. Participants agreed that realizing this vision will require strong institutional coordination, regulatory clarity and continued investment in clean energy infrastructure.

In conclusion, the session reaffirmed that shore power is central to India's green maritime transition. By combining policy support, technological innovation and global collaboration, India can establish itself as a leader in sustainable port operations. The insights shared from international best practices and domestic initiatives will be instrumental in guiding the scalable and cost-effective deployment of shore power systems across Indian ports, driving measurable progress toward a cleaner, resilient and future-ready maritime ecosystem

#### 4.2. Key Highlights:

1. The session emphasized shore power as a pivotal solution for port decarbonization, enabling ships to draw clean, shore-based electricity while berthed—eliminating emissions of CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub> and particulate matter and significantly improving air quality in and around ports.
2. Experts highlighted that only about 3% of ports globally have implemented shore power systems, mainly due to high capital costs, technical barriers and lack of standardized protocols; hence, strong policy support, financial incentives and regulatory frameworks are critical for large-scale adoption.
3. India's *Harit Sagar – Green Port Guidelines* were recognized as being well-aligned with global standards such as IEC/ISO/IEEE 80005, providing a robust foundation for phased shore power deployment, with national milestones set for standardization by 2025 and full implementation by 2035.
4. The session called for coordinated public-private partnerships, skill development and technology localization to build cost-effective and resilient shore power infrastructure, positioning India as a global leader in sustainable, low-emission port operations.

#### 4.3. Summary:

The session on Enabling Shore Power Development for Indian Ports highlighted shore power as a key solution for port decarbonization, enabling ships to connect to clean, shore-based electricity and eliminate emissions of CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub> and particulate matter



while berthed. Experts noted that despite its proven global benefits, only about 3% of ports worldwide have implemented such systems due to high capital costs and technical barriers. The discussions underscored the need for strong policy support, public-private partnerships and regulatory incentives to accelerate adoption in India. Aligned with global standards (IEC/ISO/IEEE 80005) and guided by the **Harit Sagar – Green Port Guidelines**, India aims to achieve standardized implementation by 2025 and full-scale shore power deployment by 2035, positioning its ports as global leaders in sustainable maritime operations.



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## SESSION 5 – TACKLING MARINE AND PORT POLLUTION: STRATEGIES FOR A CLEANER MARITIME SECTOR

### Introduction:

Pollution within the maritime sector, including ships, ports and inland waterways, continues to threaten ecosystems, public health and operational sustainability. Challenges such as air emissions from vessels, oil spills, ballast water discharge and unmanaged port waste remain pressing concerns for India's maritime development. However, significant opportunities lie in adopting advanced monitoring systems, modern pollution-control technologies and nature-based interventions like mangrove restoration and expansion of coastal green cover. This session is designed to examine how India can harness innovation, regulatory frameworks and ecosystem-based approaches to enhance pollution management and promote a cleaner, more resilient maritime sector. The session examined the various sources and impacts of pollution across ports, ships and inland waterways, highlighting their implications for environmental sustainability and maritime efficiency. Participants explored the role of advanced technologies such as ballast water treatment systems, exhaust gas scrubbers, IoT-based monitoring sensors and oil spill response mechanisms in mitigating pollution. Discussions also focused on integrating green infrastructure and coastal ecosystems including mangroves, wetlands and blue carbon sinks into holistic pollution control strategies. The session concluded by identifying collaborative pathways and policy measures for India to strengthen and advance comprehensive maritime pollution management.

Sr. No.	Event/Topic	Speakers/panellists
1	Presentation on Green Port Ranking framework	Ayushi Srivastava, Associate Fellow, NCoEGPS
2	Panel Discussion	1. Shri. Rajesh Soundararajan, IAS, Deputy Chairperson, VoCPA 2. Mahesh Subramanian, ESG Group Head, Anglo Eastern 3. Christoph Wolff, CEO, Smart Freight Centre 4. Henk Smith, Director/Owner, Marine Masters 5. Jonas Sørberg Erlandsen, Head of Business Development, BAWAT 6. Amrita Singh, Head of Solutions, Berg Propulsions

**Moderator:** Vishal Phanse, co-founder and CEO, Stramba Bluetech International

**Ms. Ayushi Srivastava, Associate Fellow, NCoEGPS**, on Shore Power Globally – Learnings and Challenges / Green Port Performance Index (GPPI): Charting India’s Course to Sustainable Maritime Growth delivered an insightful presentation focusing on

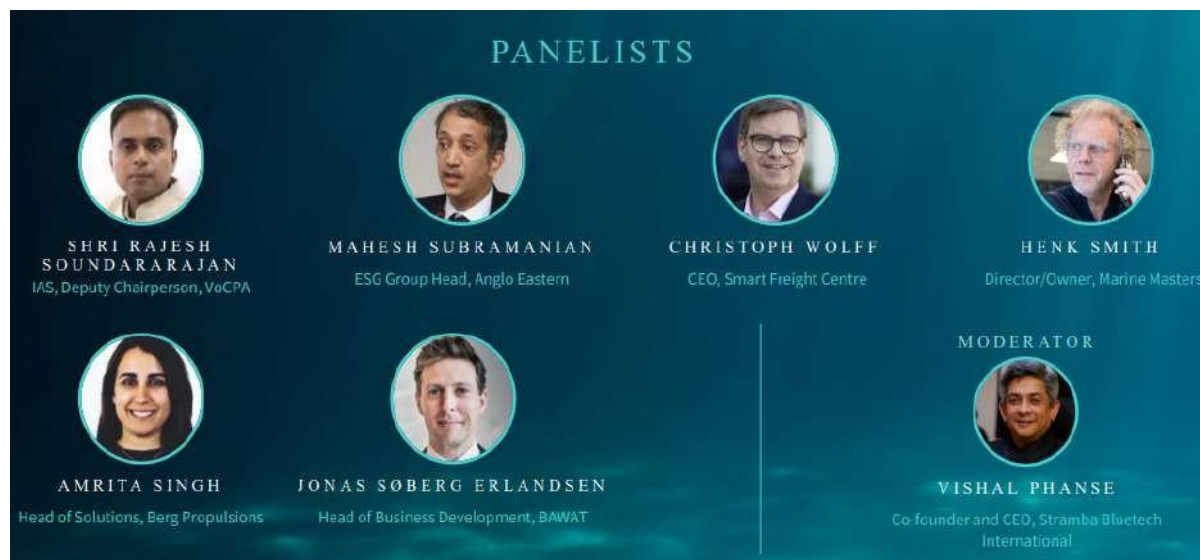


shore power adoption worldwide, its learnings and the challenges in implementing such systems within the Indian maritime context. She highlighted how shore power—allowing vessels to plug into onshore electricity while docked—plays a critical role in reducing emissions, improving air quality and supporting decarbonisation goals. Drawing from global experiences, she emphasized the need for strong policy support, technological standardization and investment in renewable energy infrastructure to make shore power viable and scalable across Indian ports.

She further elaborated on the **Green Port Performance Index (GPPI)**, an innovative national framework developed to **evaluate and accelerate the green performance of Indian ports**. The GPPI aligns with India’s national commitment to achieve **net-zero emissions by 2070** and to reduce carbon intensity by 45% by 2030. By promoting climate mitigation, ecosystem vitality and environmental health, the GPPI transforms sustainability goals into measurable outcomes, fostering accountability and continuous improvement in port operations.

Ms. Srivastava emphasized that the GPPI is more than just a sustainability scorecard—it is a strategic tool that helps identify emissions sources, formulate targeted reduction strategies and promote cleaner, safer and more resilient port ecosystems. She underlined the Index’s focus on marine pollution control through strict alignment with air, water and waste management standards. Concluding her presentation, she called for shared global responsibility and collaboration to create sustainable, pollution-free and community-centric maritime ecosystems, ensuring that India’s ports lead by example in the global green transition

## PANEL DISCUSSION



The session on “Tackling Marine and Port Pollution: Strategies for a Cleaner Maritime Sector” focused on addressing one of the most pressing challenges faced by the global maritime industry – pollution arising from ships, ports and inland waterways. Speakers emphasized that marine pollution not only threatens aquatic biodiversity and coastal ecosystems but also affects public health and port operations. India’s growing maritime activities demand urgent measures to manage air emissions, oil spills, ballast water discharge and solid waste generated at ports. The discussion highlighted that adopting sustainable technologies and ecosystem-based solutions is key to achieving cleaner and more resilient maritime operations.

Participants stressed the importance of implementing effective ballast water treatment systems to prevent the transfer of invasive species and ensure compliance with international standards. It was noted that India, through the new Merchant Shipping Act, is taking steps toward ratifying the Ballast Water Management Convention, which will strengthen the country’s pollution control commitments. The session also drew attention to the rising concern over air pollution from ships and the potential environmental risks associated with biofuels. Experts called for the creation of a comprehensive national strategy that balances the transition to cleaner fuels while mitigating their ecological impacts.

Another major theme discussed was the need for a unified global regulatory framework to promote international cooperation in pollution management. The maritime sector, being highly competitive, requires consistent standards to ensure that sustainability does not compromise economic viability. Strengthening biodiversity protection, reducing dependence on conventional fuels and enhancing research and collaboration among ports and the Directorate General of Shipping (DGS) were identified as critical action areas. The participants also underlined the importance of learning from global best

practices and leveraging innovation to develop scalable pollution control solutions tailored to India's needs.

The session concluded with a strong call for India to prioritize biodiversity protection and regulatory reform in the coming years. Aligning with MARPOL conventions and fully adopting the Ballast Water Management framework were seen as essential steps. Building resilience in port ecosystems, fostering partnerships for green technology transfer and advancing coastal ecosystem restoration – such as mangrove and wetland conservation – were recognized as integral to a cleaner, more sustainable maritime future. The discussions reaffirmed that collaborative action, technological innovation and regulatory coherence are vital for India to lead the region in environmentally responsible maritime development.

## 5.2 Key Highlights:

1. The session underscored the urgent need to address pollution from ships, ports and inland waterways, emphasizing its impact on marine biodiversity, coastal ecosystems and public health. Experts advocated ecosystem-based approaches and green technologies to ensure cleaner and more resilient maritime operations.
2. The importance of effective ballast water management was highlighted, with discussions on India's move to ratify the Ballast Water Management Convention through the new Merchant Shipping Act—strengthening national commitments to marine pollution control and compliance with global standards.
3. Ms. Ayushi Srivastava presented insights on **shore power adoption** and the **Green Port Performance Index (GPPI)**, emphasizing their role in achieving measurable sustainability outcomes, reducing emissions and promoting accountability in port operations aligned with India's net-zero targets.
4. The session concluded with a strong call for regulatory coherence, global collaboration and investment in biodiversity protection and coastal ecosystem restoration—positioning India's ports as leaders in sustainable, pollution-free and community-centric maritime development.

## 5.3 Summary:

The session focused on addressing the growing challenges of marine and port pollution arising from ship emissions, ballast water discharge, oil spills and port waste, underscoring their impact on biodiversity, coastal ecosystems and public health. Ms. Ayushi Srivastava presented the Green Port Performance Index (GPPI) as a strategic framework to measure and enhance the environmental performance of Indian ports, alongside global insights on shore power adoption to support decarbonization goals. Panelists emphasized India's steps toward ratifying the Ballast Water Management

Convention under the new Merchant Shipping Act and highlighted the need for stronger regulatory frameworks, global collaboration and ecosystem-based approaches such as mangrove restoration and blue carbon initiatives. The session concluded that technological innovation, policy coherence and green infrastructure development are essential for India to achieve a cleaner, resilient and globally competitive maritime ecosystem.



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## Alignment with Maritime India Vision 2030

The Maritime India Vision 2030 emphasizes developing a sustainable, efficient and globally competitive maritime ecosystem. The proposed event objectives and outcomes directly support several key pillars of MIV 2030:

### 1. Port-Led Sustainability and Green Transition:

The focus on decarbonization, shore power, green fuel bunkering and E-truck deployment reflects MIV 2030's goal of reducing the sector's environmental footprint and promoting green port initiatives.

### 2. Public-Private Collaboration:

Bringing together industry, government, financial institutions and academia aligns with MIV 2030's emphasis on stakeholder integration to drive growth and innovation in the maritime domain.

### 3. Technological Advancement and Digitalization:

The event's discussion on advanced technologies such as green fuels, digital monitoring and smart port infrastructure supports MIV 2030's vision of leveraging technology for efficiency and sustainability.

### 4. Global Maritime Leadership:

By positioning India as a leader in green maritime transition, the event aligns with MIV 2030's ambition to establish India as a maritime power of global significance.

## Alignment with Maritime Amrit Kaal Vision 2047

The Maritime Amrit Kaal Vision 2047 builds upon the MIV 2030 framework, with a long-term focus on sustainable growth, resilience and global leadership. The event contributes directly to these long-term aspirations:

### 1. Net-Zero and Green Growth Agenda:

The emphasis on clean fuels, emission reduction and green infrastructure resonates with the Vision 2047 objective of achieving net-zero emissions in port operations and promoting a carbon-neutral maritime ecosystem.

### 2. Future-Ready Infrastructure:

By identifying investment priorities and policy enablers, the event supports Vision 2047's goal of developing world-class, energy-efficient and climate-resilient ports.

### 3. Global Collaboration and Maritime Diplomacy:

The involvement of international partners and maritime organizations strengthens India's global maritime partnerships—a key pillar of Vision 2047, which envisions India as a hub for international maritime cooperation.

### 4. Innovation and Research Ecosystem:



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The inclusion of civil society and academia promotes the research-driven, innovation-oriented approach advocated in Vision 2047, aimed at building knowledge-based maritime governance.

## CONCLUSION:

The concluding address by Shri Susanta Kumar Purohit, Chairman, VOC Port, brought the **Green Maritime Day** proceedings to a meaningful and inspiring close. In his remarks, he extended heartfelt gratitude to all dignitaries, international delegates, industry experts and participants whose active involvement and insightful discussions made the event a remarkable success. Reflecting upon the day's sessions — which covered green fuel bunkering, shore power development, port pollution control and alignment with India's long-term maritime visions — Shri Purohit observed that the deliberations had collectively set a powerful tone for India's maritime transformation, firmly anchoring sustainability at the heart of future port and shipping development.

He emphasized that building a green maritime future requires more than policy intent — it calls for collective collaboration, technological innovation and global partnership. He underscored that ports must evolve into integrated hubs of sustainability where economic progress and environmental responsibility coexist. The Chairman highlighted India's proactive initiatives under the Maritime India Vision 2030, Maritime Amrit Kaal Vision 2047 and Harit Sagar – Green Port Guidelines, reaffirming the Ministry's commitment to achieving net-zero emissions, fostering renewable energy integration and promoting circular economy principles across port operations.

In his thoughtful reflection, Shri Purohit noted that the success of India's green maritime mission depends on the shared resolve of all stakeholders — policymakers, port authorities, private investors, research institutions and seafarers alike. He urged everyone to convert the ideas and strategies discussed during the sessions into implementable actions, ensuring that India not only keeps pace with global sustainability trends but emerges as a leader in the global green maritime movement.

He concluded with a powerful message — that the maritime sector stands at a defining moment of change and through collaboration, innovation and shared vision, India can chart a new course toward a cleaner, smarter and more resilient maritime economy. With this vision, he extended a vote of thanks to all contributors for their dedication and enthusiasm, affirming that **Green Maritime Day 2025** had truly set the stage for future dialogue, cooperation and policy evolution towards a sustainable blue economy.



# Ports as engines of transformation

## GMIS – PORTS AS ENGINES OF TRANSFORMATION INDIA MARITIME WEEK 2025

### 1. Executive Summary

The ‘GMIS - Ports as Engines of Transformation’ session, held on 28th October 2025 at NESCO, Mumbai, served as a significant convention for key policymakers, industry leaders, and logistics experts. The primary objective of this gathering was to discuss and identify pathways for accelerating the efficiency of ports, aligning with the goals of India’s maritime transformation under the *Amrit Kaal Vision 2047* and *Maritime India Vision (MIV) 2030*.

The discussions emphasized India’s ambition to double port capacity, enhance digitisation and security, develop regional clusters, smoothening of the multimodal supply chain system and sustainable maritime development. With participation from senior government officials, financial institutions, international partners, and industry leaders, the Forum successfully reinforced the role of finance and investment as the backbone of India’s blue economy growth.

#### 1.1. About the event

The **GMIS - Ports as Engines of Transformation** was organized on **28th October 2025** at **NESCO, Mumbai**, under the aegis of the **Ministry of Ports, Shipping and Waterways (MoPSW)** in collaboration with the **Paradip Port** and **PwC as Knowledge partner**.

The session served as a pivotal strategic forum, bringing together key policymakers, global industry leaders, and maritime and innovation experts. Its primary function was to explore the fundamental reimagining of ports in an era of rapid change. The event provided a high-level platform to move discussions beyond the traditional view of ports as mere entry and exit points for goods, recasting them as integrated, strategic hubs for sustainable development and national economic resilience. This entire discussion was firmly anchored in India’s ambitious future, acting as a critical touchpoint to ensure that this global transformation is **closely aligned with the national visions of the Maritime India Vision 2030 and the Amrit Kaal Vision 2047**.

The overarching goal of the session was to identify and deliberate on the actionable pathways for ports to become true "engines of transformation." A central objective was to examine **port efficiency** as the principal catalyst for this change. Panel discussions were specifically designed to analyze how enhancing this efficiency will play a key role in **boosting trade**, fostering a **more efficient supply chain**, and dramatically increasing India’s overall **logistics performance**. Furthermore, the session aimed to assess how **recent government policies** are being aligned to achieve these efficiency gains, thereby ensuring that every strategic development directly contributes to the transformative goals set forth by the **Maritime India Vision 2030 and the Amrit Kaal Vision 2047**.

#### 1.2. Event Highlights:

**Title:** GMIS – Ports as Engines of Transformation  
**Date:** 28th October 2025

Venue: Bombay Exhibition Centre, Mumbai  
Organized by: Ministry of Ports, Shipping & Waterways (MoPSW), PwC, GMIS

### Participants:

1. Shri Sarbananda Sonowal, Hon'ble Union Cabinet Minister, Ministry of Ports, Shipping and Waterways
2. Shri R. Lakshman, Joint Secretary Ministry of Ports, Shipping and Waterways
3. Shri P.L. Haranadh, Chairman, Paradip Port Authority
4. Captain Alekha Charan Sahu, Deputy Chairman, Paradip Port Authority
5. Shri Dhruv Gadh, Partner, PwC India
6. Shri Manish Sharma, Partner, PwC India
7. Shri Ingvar M. Mathisen, CEO and Port Director, Port of Oslo, Norway
8. Shri Daljit Singh Kohli, India Representative, Port of Antwerp - Bruges
9. Smt Johannah Christensen, CEO, Global Maritime Forum, Denmark
10. Dr Albert Veenstra, Senior Program Manager, Erasmus Centre for Urban, Port and Transport Economics, Rotterdam, Netherlands
11. Shri Rizwan Soomar, CEO & MD, DP World
12. Shri Tiemen Meester, Global COO, Ports & Terminus, DP World, UAE
13. Shri Ashwin Arvind, Deputy Executive Director, PSA Mumbai, India
14. Shri Sanjeev Ranjan, Adjudicatory Board of Major Ports, NCLT, India
15. Shri Ashwani Gupta, Director and CEO, Adani Ports and Special Economic Zone Ltd, India
16. Shri Rinkesh Roy, CEO and Joint MD, JSW Infrastructure Ltd, India
17. Shri Ajay Kumar Singh, Head of Section, DNV Maritime Advisory India

**Total Sessions:** Inaugural Session, Panel Discussions and MoU Signing.

### Audience

Senior officials from MoPSW, DGS, IPA leading shipping companies, ship financiers, and international investors attended the event.

### Profile:

### Engagement

The session attracted significant high-level participation, convening key policymakers, industry leaders, and logistics experts. It featured robust discussions on accelerating port efficiency, enhancing national logistics performance, and strategies for building more efficient supply chains, and sustainable ecosystems with a strong, recurring alignment to the Maritime India Vision 2030 and Amrit Kaal Vision 2047.

### Metrics:

## 2. Objectives of the Event

- Align Stakeholders: To convene key policymakers, industry leaders, and logistics experts to build a unified strategy for the maritime sector, ensuring alignment with the national goals of Maritime India Vision (MIV) 2030 and the overarching Amrit Kaal Vision 2047 for a 'Viksit Bharat'.



- **Reframe the Role of Ports:** To shift the paradigm from viewing ports as standalone gateways to recognizing them as integrated "economic multipliers" and strategic platforms for sustainable development.
- **Drive Efficiency and Competitiveness:** To identify actionable pathways for accelerating port efficiency through digitization, automation, and multi-modal connectivity, with a clear goal of decreasing vessel turn-around time and reducing overall logistics costs.
- **Promote Integration:** To explore strategies for regional integration and port-led cluster development, moving away from isolated port operations to create comprehensive industrial ecosystems.
- **Showcase "Future-Ready" Capabilities:** To highlight the sector's evolution into a "technological and capital-intensive" industry, focusing on digitization, green port initiatives, and the development of future-ready infrastructure.
- **Attract Investment:** To showcase the scalability, profitability, and pathbreaking policy frameworks recently implemented by the government, thereby attracting domestic and international investment to the sector.
- **Establish Transshipment Hubs:** To deliberate on strategies that leverage India's strategic position to become a major transshipment hub, enhancing its role in global supply chains.

2.1. **Alignment with National Visions:**  
The Forum aligns with *Maritime India Vision 2030* and *Amrit Kaal Vision 2047*, emphasizing India's maritime growth, sustainability, and integration with global value chains.

### 3. Event Schedule Snapshot

Start Time	End Time	Session	Speaker / Activity
10:00 AM	10:03 AM	Inaugural Session	Shri P.L. Haranadh
10:03 AM	10:06 AM	Short video presentation on ports	
10:07 AM	11:12 AM	Sub Session 1	Moderator, Shri Dhruv Gadh
11:12 AM	12:16 PM	Sub Session 2	Moderator, Shri Manish Sharma
12:16 PM	12:36 PM	Keynote Address	Shri Sarbananda Sonowal, Hon'ble Union Cabinet Minister, MoPSW
12:36 PM	12:50 PM	MoU Signing	
12:50 PM	12:55 PM	Concluding Remarks	Capt. Alekha Charan Sahu

### 4. Event Highlights

**Special Address – Shri Sarbananda Sonowal, Hon'ble Minister of Ports, Shipping and Waterways**

In his address at India Maritime Week 2025, the Hon'ble Minister of Shipping framed ports as essential engines of economic transformation, noting they handle 95% of India's external trade. He highlighted significant progress in the last decade, including a 47% rise in cargo handling and a 55% reduction in average turnaround time. The speech centered on the "Maritime Amrit Kaal Vision 2047," which targets a port capacity of 10,000 MMTPA, supported by new major ports at Bhadwan and Galatya Bay. This growth will be driven by 100% FDI via the automatic route and a push for 100% PPP in cargo handling by 2047. The minister also underscored a deep commitment to sustainability, with ports becoming "green logistics hubs" powered by renewable energy and a 2040 target for 100% green fuel adoption.



### Inaugural Session

Shri **P.L. Haranadh** opened the session emphasizing the significance of *Amrit Kaal Vision 2047*, which will mark India's 100th year of independence. He highlighted key maritime priorities under this vision:

1. **Doubling Port Capacity** – India, with 12 major and 217 minor ports, aims to significantly expand capacity and enhance efficiency.
2. **Enhancing Seafarer Strength** - The number of Indian seafarers is projected to increase by 150%, marking one of India's major successes.
3. **Making Indian Ports Globally Top-Ranked** – Through technological advancements and cost efficiency, India seeks to make its ports among the most competitive in the world.
4. **Production and usage of Green Fuel** – To achieve the goals of Maritime India Vision, 2030 and Vikshit Bharat, 2047 India should also focus on green sustainable growth which will create more demand for green fuels.

He stressed the government's proactive role through initiatives like:

- Overhaul of the maritime legislative framework with the upcoming **Merchant Shipping Act 2025** and **Coastal Shipping Act 2025**.
- Projects such as **Sagarmala** and **Gati Shakti** promoting sustainable, technologically advanced maritime infrastructure.



### Sub-Session 1

**Theme:** *Ports as Economic Multipliers: Building Resilient Maritime Ecosystem through Regional Integration and Innovation*

#### **Panelists:**

- Shri Dhruv Gadh, Partner, PwC India [Moderator]
- Shri R. Lakshman, Joint Secretary Ministry of Ports, Shipping and Waterways
- Shri Rizwan Soomar, CEO & MD, DP World
- Shri Ashwani Gupta, Director and CEO, Adani Ports and Special Economic Zone Ltd, India
- Shri Sanjeev Ranjan, Adjudicatory Board of Major Ports, NCLT, India
- Smt Johannah Christensen, CEO, Global Maritime Forum, Denmark
- Dr Albert Veenstra, Senior Program Manager, Erasmus Centre for Urban, Port and Transport Economics, Rotterdam, Netherlands

The first sub-session, "**Ports as Economic Multipliers: Building Resilient Maritime Ecosystem Through Regional Integration and Innovation,**" explored the pivotal role

of ports as catalysts for broad economic growth, far exceeding their traditional functions. The discussion moved beyond viewing ports as **standalone** entities, emphasizing the urgent need to **integrate more** with their surrounding regions. Panelists highlighted how this **regional integration** and **cluster development with port** creates a powerful **economic multiplier** effect. This integrated approach was identified as essential for achieving **maritime-led prosperity** and the ambitious **2047 Vikshit Bharat target**. The dialogue also underscored that recent **government policies** have provided a **pathbreaking framework** for growth, enabling the **scalability** and **logistical improvements** required to handle the **1.5x growth in traffic** seen in the last decade and drive national competitiveness.

### Key Points from the Discussion

- **Ports as Economic Multipliers:** The central theme was that ports must be leveraged as engines for wider economic growth, not just as cargo terminals.
- **Integration over Isolation:** A strong consensus emerged that the "standalone port" model is obsolete. The future lies in **integrating** ports with inland economic zones, transport networks, and industrial clusters.
- **Regional & Cluster Development:** The primary strategy discussed was **port-led cluster development**, where ports act as anchors for a surrounding ecosystem of manufacturing, warehousing, and value-added services.
- **Enabling Policy Framework:** Panelists recognized that **pathbreaking growth in framework and policy** over the last few years has been a critical enabler, providing the stability needed for long-term planning and investment.
- **Logistical Improvement & Cost:** By focusing on **logistical improvement** through integration, ports can achieve significant **cost reduction** across the entire supply chain.
- **Scalability and Profit:** This integrated model provides massive **scalability to increase profit**, allowing the infrastructure to grow in line with national economic ambitions.
- **Transshipment Hub Strategy:** A key innovation discussed was the need to **leverage India's strategic position** to capture a larger share of global transshipment events, turning a geographic advantage into an economic one.
- **The National Vision:** All strategies were explicitly tied to the national goals of **maritime-led prosperity** and realizing the **2047 Vikshit Bharat target**.



### Sub-Session 2

**Theme:** *Future Ready Ports: Evolving Capabilities for Smart Growth and Strategic Impact*

### Panelists:

- Shri Manish Sharma, Partner, PwC India [Moderator]
- Shri Ingvar M. Mathisen, CEO and Port Director, Port of Oslo, Norway
- Shri Tiemen Meester, Global COO, Ports & Terminus, DP World, UAE
- Shri Rinkesh Roy, CEO and Joint MD, JSW Infrastructure Ltd, India
- Shri Daljit Singh Kohli, India Representative, Port of Antwerp - Bruges
- Shri Ajay Kumar Singh, Head of Section, DNV Maritime Advisory India
- Shri Ashwin Arvind, Deputy Executive Director, PSA Mumbai, India

In this session, panelists explored how India's ports are gearing up for the next wave of strategic growth by embedding digital, sustainable and multi-modal capabilities. They emphasised that ports are no longer just static handling hubs, but dynamic nodes in a value-chain that spans logistics, data-enabled operations, energy transition and strategic connectivity. In the context of the Maritime Amrit Kaal Vision 2047, the discussion underscored the need to build "ports of the future" – smart, resilient, globally competitive – that can serve India's trade ambitions, regional integration goals and decarbonisation agenda. The dialogue stressed that technology, governance reform and sustainability must go together if Indian ports are to deliver strategic impact on a global scale.

### Key Points from the Discussion

- **Digitisation for Smart Growth:** A consensus that **digitisation** is the foundation of "smart growth," moving beyond basic computerization to integrated platforms (like the National Logistics Portal - Marine) for end-to-end supply chain visibility.
- **Green Port Mandate:** Strong emphasis on environmental stewardship as a core part of being "**future ready**." This includes implementing "**Green Port**" guidelines (like 'Harit Sagar'), investing in shore power, and exploring green hydrogen/ammonia as fuels.
- **Efficiency and Turn-Around Time:** The key metric for success discussed was a quantifiable **efficiency increase**, specifically by **decreasing vessel turn-around time**. This is to be achieved by investing in automation, AI-driven yard management, and modern cargo handling equipment.
- **Technological & Capital Investment:** Recognition that this transformation is inherently **technological and capital-intensive**. The panel discussed the need for proactive **investment** in advanced infrastructure and technology to avoid obsolescence and maintain a competitive edge.
- **Multi-Modal Connectivity:** The "strategic impact" of a smart port is maximized only when it is seamlessly connected. The panel stressed that **multi-modal** linkages (road, rail, inland waterways) must be "smart" and digitized as well, to prevent bottlenecks outside the port gates.
- **Building for 2047:** All "future-ready" capabilities—digital, green, and efficient—were framed as non-negotiable steps to realize the **2047 Vikshit Bharat target** of becoming a global maritime leader.



### MOU Signing

A total of thirteen MoUs were signed, representing a combined estimated investment of more than ₹1,40,525 crore. These agreements focus on significant developments in port infrastructure, petrochemicals, and the burgeoning green energy sector, including major projects for green hydrogen and ammonia production. The collaborations involve major port authorities, a finance corporation, and private sector companies, signaling substantial future growth.





- **Parties:** Paradip Port Authority & ACME Clean Tech Sessions Pvt Ltd
  - **Amount:** ₹45,000 crore
  - **Subject:** Setting up a green hydrogen project near Paradip Port.
  
- **Parties:** New Mangalore Port Authority & Mangalore Refinery and Petrochemicals Limited (MRPL)
  - **Amount:** ₹40,000 crore
  - **Subject:** Increasing petrochemical capacity by setting up an integrated petrochemical complex.
  
- **Parties:** Paradip Port Authority & HIF
  - **Amount:** ₹35,500 crore
  - **Subject:** Setting up e methanol project near Paradip Port.
- **Parties:** Paradip Port Authority & Saint Co
  - **Amount:** ₹13,000 crore
  - **Subject:** Setting up a green hydrogen project.
  
- **Parties:** Paradip Port Authority & HUDCO
  - **Amount:** ₹5,100 crore
  - **Subject:** Funding for port development and upgrades.
  
- **Parties:** Paradip Port Authority & Dredging Corporation of India Limited
  - **Amount:** ₹960 Crore
  - **Subject:** Maintenance dredging at Paradip Port
  
- **Parties:** Paradip Port Authority & Jindal Steel Limited
  - **Amount:** ₹740 Crore
  - **Subject:** For export-import cargo movement
  
- **Parties:** Paradip Port Authority & Bhushan Power and Steel Limited
  - **Amount:** ₹225 Crore
  - **Subject:** For export-import cargo movement
  
- **Parties:** Paradip Port Authority & Ocior Energy India Private Limited
  - **Subject:** Setting up green ammonia project near Paradip Port.
  
- **Parties:** Paradip Port Authority & Avaada Green H2 Private Limited
  - **Subject:** Green ammonia project near Paradip port



- **Parties:** Chennai Port Authority & National Technology Centre for Ports, Waterways and Coasts, IIT-Madras
- **Parties:** Paradip Port Authority & Tata Steel Limited
- **Parties:** Paradip Port Authority & Shyama Prasad Mukherjee Port, Kolkata

## Concluding Remarks

**Captain Alekha Charan Sahu** concluded the session emphasizing gratitude and extended regards to the Shri Sarbananda Sonowal, Hon'ble Union Cabinet Minister, Ministry of Ports, Shipping and Waterways, for his inspiring guidance and support for the sector. The distinguished panelists were then acknowledged for their invaluable insights on the session's theme, "ports as engines of transformation," along with the moderators who guided the conversation. Appreciation was also conveyed to the knowledge partner, PwC, for their sector expertise, and to the Chairman of Paradip Port Authority for successfully chairing the session. Finally, thanks were given to the entire organizing team, media representatives, and all attendees for their collective contributions, engagement, and commitment to shaping the future of India's maritime sector.

## 5. Outcomes & Key Takeaways

- A strong consensus emerged that the future of India's maritime prosperity lies in integrating standalone ports with the broader logistics ecosystem, including inland waterways, rail, and road networks, to create a seamless, multi-modal supply chain.
- It was universally acknowledged that digitization is the primary driver for achieving enhanced efficiency, transparency, and cost reduction. The panels emphasized that this is critical for improving India's logistics performance.
- A key takeaway was the non-negotiable importance of "Green Port" initiatives. Environmental stewardship is no longer just a regulatory requirement but a competitive advantage for attracting global shipping lines and investment.
- There was strong recognition from industry leaders that recent government policies have provided a "pathbreaking growth framework." This stability and clear vision are seen as essential for attracting the large-scale capital investment the sector requires.
- The session solidified the strategy of port-led cluster development, where ports act as anchors for industrial zones, driving regional economic growth, boosting trade, and increasing profitability.
- A clear outcome was the understanding that to "increase profit," ports must focus on scalability. This requires building "future-ready" infrastructure that can handle projected traffic growth (which has grown 1.5x in the last decade) and adapt to new technologies.

## **6. Feedback Summary**

The session “Ports as Engines of Transformation” under the Global Maritime India Summit (GMIS) series during India Maritime Week 2025 received highly positive feedback from delegates, industry leaders, and policymakers. The discussions effectively underscored how Indian ports are becoming central to the country’s economic and trade transformation, in alignment with the Maritime Amrit Kaal Vision 2047.

Participants appreciated the data-driven presentation of sectoral achievements such as the 47% rise in cargo handling and 55% reduction in turnaround time and the clarity of the Government’s long-term strategy towards achieving 10,000 MMTPA capacity. The Minister’s address was lauded for articulating a comprehensive vision that balances growth with sustainability, emphasising 100% green fuel adoption by 2040, full PPP participation in cargo handling, and the creation of “green logistics hubs” powered by renewable energy.

Panel discussions were commended for their practical focus on improving port efficiency, regional integration, and multimodal connectivity, as well as for highlighting the importance of digitisation, innovation, and private sector investment in building globally competitive, future-ready ports.

Overall, the session was recognised as a key knowledge-sharing platform that aligned strategic intent with operational insight. Stakeholders noted that the GMIS discussions set a strong foundation for collaborative efforts among government, industry, and academia to make Indian ports smart, sustainable, and globally leading by 2047.

## **7. Conclusion**

The session underscored India’s growing readiness to lead in the global maritime domain through modern, efficient, and sustainable port development. It highlighted the strong alignment between national policy, technological innovation, and industry participation in achieving the Maritime Amrit Kaal Vision 2047. With continued emphasis on regulatory reform, capacity expansion, digital transformation, and green transition, India’s ports are well-positioned to serve as true engines of economic growth and global competitiveness in the coming decades.



# INDIA MARITIME WEEK 2025

## India Maritime Week 2025

GMIS – Reviving Veins of Inland Trade Session Report

Directorate General of Shipping, Government of India

October 2025



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## GMIS- Reviving Veins of Inland Trade

SPOC

Shri Amit Gupta II +91 9868110310 II

### 1.1. Time-wise agenda including major sessions and activities

The session “GMIS – Reviving Veins of Inland Trade” at India Maritime Week 2025, held on **October 28, 2025**, from **10:00 AM to 1:30 PM** at **Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai**, brought together senior government officials, industry leaders, policy experts, and international delegates to deliberate on unlocking India’s economic vitality through inland waterways. The discussions focused on revitalizing riverine logistics, enhancing multimodal connectivity, and promoting environment-friendly cargo movement as part of India’s sustainable transport agenda. Three thematic panels explored the role of inland waterways in future logistics, the emergence of river-based tourism and cultural circuits, and the integration of water transport into urban mobility systems. The session underscored inland waterways as vital blue corridors for reducing logistics costs, fostering regional trade, and driving inclusive economic growth, reinforcing the Government of India’s commitment to sustainable and integrated transport infrastructure under the **Sagarmala Programme**.

Start Time	End Time	Description
10:00 AM	10:05 AM	Welcome and Felicitation of the Dignitaries
10:05 AM	10:10 AM	Welcome Address by Shri Sunil Kumar Singh, Chairman (I/C), Inland Waterways Authority of India (IWAI)
10:10 AM	10:15 AM	Address by Shri Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways (MoPSW)
10:15 AM	10:20 AM	Address by Shri Shantanu Thakur, Hon’ble Minister of State, MoPSW
10:20 AM	10:35 AM	Address by Shri Sarbananda Sonowal, Hon’ble Union Minister, MoPSW
10:35 AM	10:45 AM	MoU Exchange Ceremony
10:45 AM	10:50 AM	Session Briefing by Shri Amit Gupta, Partner, EY
10:50 AM	11:35 AM	<b>Panel I: Navigating Growth – Inland Waterways in the Forefront of Future Transport and Logistics</b>
11:35 AM	11:40 AM	Presentation by Ms. Tanya Chandra: <i>Legal Framework under the Coastal Shipping Act, 2025 for Integration of Coastal &amp; Inland Waterways</i>
11:40 AM	12:30 PM	<b>Panel II: Cruising Ahead – Positioning India’s Rivers as Corridors of Tourism and Culture</b>
12:30 PM	01:20 PM	<b>Panel III: Urban Water Transport System – Bridging the Gaps in Water-Based City Mobility: Policy, Infrastructure, and Innovation</b>
01:25 PM	01:30 PM	Concluding Remarks and Vote of Thanks by Shri A.K. Mishra, Chief Engineer, IWAI

### 1.2. Event Highlights

The event included ministerial addresses which underscored India’s commitment to transforming its extensive river network into dynamic corridors of trade, tourism, and sustainable growth. Hon’ble Union Minister Shri Sarbananda Sonowal and Hon’ble Minister of State Shri Shantanu Thakur emphasized that inland waterways will play a central role in achieving the goals of *Maritime India Vision 2030* and *Viksit Bharat 2047*. Key focus areas included the rapid growth of the Inland Water Transport (IWT) sector, adoption of green and digital technologies, policy reforms through the *National Waterways Act (2016)* and *Inland Vessels Act (2021)*, and large-scale infrastructure expansion under the *Jal Marg Vikas* and *Jal Vahak* schemes. The ministers also highlighted the rise of river cruise tourism under the *Cruise Bharat Mission*, regional cooperation with neighboring countries, and the need for robust



public-private partnerships and skilling initiatives to unlock India's full blue economy potential.

### Key Highlights

- **Inland Waterways as Future Corridors:**  
India's rivers and canals envisioned as dynamic corridors of trade, tourism, and connectivity driving inclusive growth.
- **Vision Alignment:**  
Both ministers reaffirmed commitment to **Maritime India Vision 2030** and **Viksit Bharat 2047**, emphasizing sustainable and resilient waterways.
- **Green & Digital Transition:**  
Focus on **hydrogen fuel cell**, **electric and hybrid vessels**, and **digital navigation systems** to promote efficiency and sustainability.
- **Major Policy Reforms:**  
Implementation of **National Waterways Act (2016)** and **Inland Vessels Act (2021)** enabling safer and more efficient movement.
- **Infrastructure Expansion:**  
Development of multimodal terminals and **public-private partnerships** under projects like **Jal Marg Vikas** and **Jal Vahak Scheme**.
- **Skill & Capacity Development:**  
Establishment of **Maritime Skill Development Centres** and **Regional Centres of Excellence** to prepare youth for maritime careers.
- **Cruise & Tourism Promotion:**  
Growth from 3 to 29 river cruise vessels; launch of **Cruise Bharat Mission** to expand terminals and marinas nationwide.
- **Regional Cooperation:**  
Strengthened ties with **Bangladesh, Nepal, Bhutan, and Myanmar** through the **Regional Waterways Grid Initiative**.

### 1.3. Panel Highlights

#### 1.3.1. Session 1: "Future of Inland Water Transport in India: Integrating Waterways into National Logistics"

The session highlighted India's progress from five operational national waterways a decade ago to 32 today—achieving a remarkable 20% CAGR in cargo volumes—and explored the next steps for deepening multimodal connectivity, sustainability, and industrial integration.

**Moderator:** Shri Amit Gupta, Partner, EY India

**Panelists:**

- a. **Shri Sunil Kumar Singh**, Chairman, Inland Waterways Authority of India (IWAI)
- b. **Smt. Usha Padhee**, Principal Secretary, Housing & Urban Development and Additional Charge of Commerce & Transport, Government of Odisha
- c. **Shri Pranab Jha**, Executive Vice President, JSW Steel Ltd.
- d. **Shri Prahit Purohit**, Chief Operating Officer, Star Cement
- e. **Captain Priyaranjan Bahira**, AVP – Ports & Shipping, UltraTech Cement
- f. **Shri Vivek Arya**, Regional CEO (India), Rhenus Logistics



- g. **Shri Rajnesh Gogoi**, Managing Director, Assam Petrochemicals Ltd.
- h. **Mr. Harry Dier**, Partner, NESSTRA Netherlands

### Key Highlights and Insights

- **IWAI's Vision and Digital Roadmap**  
Opening the discussion, **Shri Sunil Kumar Singh** outlined IWAI's future roadmap focusing on multimodal integration, cargo diversification, and digital governance. He announced the phased implementation of National River Traffic and Management System, which will enable real-time vessel tracking and enhance cargo efficiency. He emphasized collaboration with industry partners for scale and reliability, along with coastal–inland transshipment linkages.
- **State Perspective – Odisha's Maritime Strategy**  
**Smt. Usha Padhee** underlined Odisha's unique geographical advantage as India's eastern maritime gateway, serving hinterland states like Bihar, Chhattisgarh, and Telangana. She highlighted the state's vision to integrate IWT with its holistic maritime policy, targeting 500 MMT of cargo evacuation by 2036 through its five upcoming ports—Paradip, Dhamra, Gopalpur, Astarang, and Subarnarekha. She also announced the formation of an SPV for NW-5 and NW-65 and underscored opportunities in terminal management, river cruising, and eco-tourism.
- **Industry View – Steel and Cement Sectors Leading Adoption**  
From the user industry perspective, **Shri Pranab Jha (JSW Steel)** shared how JSW pioneered the use of NW-10 near its Dolvi plant, deploying custom-designed mini bulk carriers (MBCs) to integrate sea and river logistics, achieving substantial cost and carbon efficiencies. **Shri Prahit Purohit (Star Cement)** emphasized the potential of circular logistics for the cement sector, utilizing the Indo-Bangladesh Protocol (IBP) route for two-way movement of raw materials and finished products. He acknowledged IWAI's proactive support in enabling first-time movements and infrastructure improvements such as road connectivity to Pandu port and creation of vessel repair facilities in Assam.
- **Captain Priyaranjan Bahira (UltraTech Cement)** recommended key operational improvements—night navigation, higher vessel speeds, green channels at border crossings, and mechanized terminals—to cut turnaround times from 22 to as low as 8 days, making IWT commercially viable for cement logistics.
- **Logistics and Private Sector Perspective**  
**Shri Vivek Arya (Rhenus Logistics)** announced the company's entry into the Indian IWT market with 30 vessels and pushers to be deployed across NW-1, 2, and 16 by 2026. He credited IWAI's proactive facilitation and noted that sustainable two-way cargo flows and consistent river draft levels are critical for long-term viability.
- **Petrochemicals and North-East Connectivity**  
**Shri Rajnesh Gooi (Assam Petrochemicals)** stressed that navigability assurance, last-mile connectivity, and cargo aggregation are essential for enabling large-scale petrochemical movement via IWT in the North-East, complementing regional economic development.



- **Global Perspective and Policy Recommendations**  
**Mr. Harry Dier (NESSTRA Netherlands)** drew parallels between European and Indian waterways, highlighting the need to treat rivers as *economic corridors*. He advocated for:
  - Clustered riverine industrial development,
  - Modular and standardized vessel design,
  - Financial instruments such as government-backed guarantees for green investments, and
  - Digital corridor management to optimize vessel and cargo operations.

He also reaffirmed Netherlands' commitment to Indo-Dutch cooperation under the renewed MoU on Inland Waterways signed during the conference.

- **Policy and Institutional Reforms**  
 Responding to a concluding question, Smt. Padhee proposed establishing State Maritime Boards to streamline inter-departmental coordination and emphasized annual Vision Documents aligned with national IWT goals.
- In closing, Shri Sunil Kumar Singh reiterated IWAI's strategy to operationalize 85 national waterways in the next two to three years through a multi-criteria approach—considering cargo potential, navigability, and regional development goals—and highlighted the expansion of cargo hubs at Varanasi, Sahibganj, and Jogighopa as key priorities.

### 1.3.2. Session 2: “Cruising Ahead: Positioning India’s Rivers as Corridors of Tourism and Culture”

The second panel discussion underscored river cruise tourism as a pivotal growth engine for India’s tourism and waterway ecosystem. With 29 operational cruise vessels (up from 3 in 2014) and 13 navigable rivers, the sector is poised for exponential growth. Panelists emphasized multi-stakeholder coordination, infrastructure development, community integration, and sustainability to position India as a global river cruise hub.

**Session Moderator:** Shri. Waliul Islam, Partner, EY

**Panelists:**

1. Dr. Sanjeev Ranjan, Ex-Secretary, MoPSW, Member (T), NCLT
2. Shri. Gyanendra Dev Tripathi, IAS, Principal Secretary to the Govt. of Assam, Transport Department
3. Shri. Venkatramana R. Hegde, Addl.D.G (R&A), Ministry of Tourism
4. Shri. Deepak Sabhlok, Group General Manager, IPRCL
5. Shri. A. K. Bansal, Chief Engineer (NER and T&L), IWAI
6. Shri. Raj Singh, Founder & Chairman, Antara River Cruises
7. Shri. Sanjay Basu, Chairman, Far Horizon Tours Pvt. Ltd. and Adventure Resorts & Cruises Pvt. Ltd.
8. Shri. Vikas Malaviya, CEO, Founder Director, Alaknanda Cruiseline Ltd, Varanasi

**KEY TAKEAWAYS**



## 1. River Tourism as the “Opening Batsman” for Waterways

- **Dr. Sanjeev Ranjan:**
  - Longest cruise (Varanasi–Dhubri, Jan 2023) entered Limca Book of Records, proving navigability and boosting logistics confidence.
  - IWAI’s ₹5,000 Cr Jal Marg Vikas Project enabled NW1 development.
  - Soft infrastructure critical: Multimodal hubs, last-mile connectivity, 100-km tourism circuits.
  - Community stake essential for sustainability; local profits prevent resistance.
- 2. River Tourism in India’s 365-Day Tourism Strategy
- **Shri Venkatraman R.:**
  - River cruises address seasonal congestion (rank 94/130 in TTDI).
  - Niche products: Wellness (Kerala backwaters), weddings, youth-focused experiential travel.
  - MoT initiatives: 13–14 projects under CSS-DASHAN; National Cruise Tourism Committee for SOPs (customs, immigration).
- 3. Assam’s Community-Driven Model
- **Shri Gyanendra Dev Tripathi:**
  - World Bank-funded AIWTDS created missing markets via SHGs, jetty committees.
  - MV Mahabahu & community jetties enabled direct tourist–artisan trade, eliminating middlemen.
  - Floating markets emerged organically.
  - 2022 footfall: ~1 Cr tourists (98 Lakhs domestic + 20,000 international).
- 4. IWAI’s Multi-Pronged Strategy
- **Shri A.K. Bansal:**
  - Infrastructure: End-to-end fairway (NW1, NW2), green shore power, RIS, ENC, AtoN.
  - Safety: 24/7 tugs, pilotage at nominal rates.
  - Cruise Bharat Mission: World-class terminals (Varanasi, Kolkata, Guwahati, etc.) in PPP with IIT DPRs.
- 5. Terminal Design for River Cruise
- **Shri Deepak Sabhlok (IPRCL):**
  - Challenges: Liquefaction (Zone V), 8.5m water fluctuation (Brahmaputra).
  - Innovations: Dolphin-guided gangways (1:8 slope), EV mobility for elderly.
  - Local architecture blend: Walnut paneling (Srinagar), musical fountains (Delhi).
  - Bogibeel model: 5.7 acres → marine engineering college.
- 6. Private Sector Insights
- **Shri Raj Singh (Antara River Cruises):**
  - 2027 sold out on Brahmaputra; building 3 new 75m vessels.
  - Rivers as destinations: Promote Brahmaputra, Ganga as brands.
  - Minimum flow critical for river health; cruises monitor draft.
- **Shri Vikas Malviya (Alaknanda Cruiseline Ltd):**
  - Onboard artisan shops/video displays → direct sales, enhanced guest experience.
- **Shri Sanjay Basu (Far Horizon Tours Pvt. Ltd. and Adventure Resorts & Cruises Pvt. Ltd.):**

- Kerala backwaters: 2 boats (1990s) → 2,000 boats today.
- Brahmaputra uniqueness: Kaziranga transit, 7,000m Himalayan views, 3 UNESCO sites.
- Revenue: River cruise \$200–500/passenger/day vs. ocean cruise \$50.

### 1.3.3. Session 3: “Urban Water Transport System: Bridging the Gaps in Water-Based City Mobility – Policy, Infrastructure, and Innovation”

The third panel spotlighted urban water transport as the “soul” of inland waterways, with 70 million annual passengers already using IWAI-supported systems. Panelists showcased Kochi Water Metro’s replicable model, Bihar’s maritime vision, World Bank policy frameworks, and global tech innovations to make water metro a mainstream, green, 365-day mobility solution.

**Session Moderator:** Smt. Kalpa Baid, Director, EY

**Panelists:**

1. Shri Ashutosh Dwivedi, IAS, The State Transport Commissioner, Bihar
2. Shri. Loknath Behera, Managing Director, Kochi Metro Rail Limited
3. Prof. K Murali, Dean (Faculty), Department of Ocean Engineering, IIT Madras, Chennai
4. Shri. Arnab Bandyopadhyay, Lead Transport Specialist, World Bank
5. Mr. Richard van Liere, Partner, Nestra B.V., Netherlands
6. Col. Gautama Dutta, Managing Director, Marinetek India
7. Capt. Devendra Manral, CEO & Director, Indigo Seaways Pvt Ltd, Indigo Seaway

**KEY TAKEAWAYS**

**1. Kochi Water Metro: India’s Pioneer Model**

- **Shri Lokanath Behera:**
  - 5.5 million passengers in 2 years (6 routes, 20 vessels).
  - Tech: LTO batteries (15-min charge), auto-door at 96 pax, OCC monitoring, WhatsApp/DC ticketing.
  - Integration: Single ticket for rail metro + water metro + feeder buses.
  - 18 IWAI projects + J&K, Mumbai DPRs by Dec 2025.
  - Optics upgrade: Uniformed crew, societal shift.

**2. Bihar’s Maritime Vision for Dense Urban Mobility**

- **Shri Ashutosh Dwivedi:**
  - 1,300 km navigable rivers, 7 NWs, riverine islands (e.g., Raghapur Diara).
  - Maritime Board for inter-agency coordination (Transport, UDHD, Tourism, Power).
  - EV focus: 2 electric catamarans in Patna (feasibility).
  - Land constraint solution: Waterways supplement road expansion.

**3. World Bank Policy Framework**

- **Shri Arnab Bandyopadhyay:**
  - 4 pillars:
    1. Comprehensive Mobility Plans (CMP) – Fit-for-future, greener.
    2. Mobility-as-a-Service (MaaS) – Integrated ticketing, last-mile.
    3. Multimodality – Redundancy during floods.



4. Freight + TOD – Night parcels, riverbank economic nodes.

#### 4. Academic Role in Innovation

- **Prof. K. Murali:**
  - Shift to applied research: Bank stabilization, dredging, navigation.
  - Success: Mobile-based night navigation (Brahmaputra).
  - 40 startups funded via Maritime Innovation Hubs (IIT/IMU).

#### 5. Global Tech & Sustainability (Netherlands)

- **Mr. Richard van der Liere:**
  - 4-pillar vision: Infrastructure, Operations, Market, Governance.
  - Amsterdam model: 20M free electric ferry passengers/year (1M pop.).
  - Tech: AI navigation, real-time depth mapping, aquatic drones.
  - Zero-emission vessels mandatory (30–40 yr life).

#### 6. Ro-Pax Success (Gulf of Cambay)

- **Capt. Devendra Manral:**
  - 7 years: 17.5L pax, 2.5L cars, 1.53L bikes, 2.1L trucks.
  - Savings: 34K tons fuel, 89K tons GHG, 1.67 years time.
  - Enablers: Subsidized fares, waived berth charges, sea-time for crew.

#### 7. Floating Terminal Design

- **Col. Gautam Dutta:**
  - Modular concrete pontoons (Kochi Water Metro).
  - Advantages: Movable, scalable, green.
  - Foiling boats: Zero wake, fast, bank-friendly.

#### Way Forward

1. DPRs for 20 cities by Dec 2025 (IWAI + KMRL).
2. Maritime Boards in all riverine states.
3. MaaS platforms with integrated ticketing.
4. Night freight/parcel on water metro assets.
5. AI + zero-emission vessels as standard.





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## 1. GMIS – Fortifying Global Supply Chains

**SPOC** Tushar Sharma || +91- 9652917990|| tushar.sharma1@in.gt.com

### 1.1. Time-wise agenda including major sessions and activities

The session “GMIS – Fortifying Global Supply Chains” at India Maritime Week 2025, held on October 28, 2025, from 02:00 PM to 5:00 PM at Hall No. 4, Bombay Exhibition Centre, Goregaon, Mumbai, convened senior government officials, maritime industry leaders, academicians, training experts, and international delegates to deliberate on strengthening India’s maritime workforce through innovation, skill development, and global collaboration.

### 1.2. Event Highlights

The session “GMIS - Fortifying Global Supply Chains” served as one of the flagship events of India Maritime Week 2025, showcasing India’s vision for a connected, sustainable, and future-ready logistics ecosystem.

The event was inaugurated by:

- **Sri Shantanu Thakur**, Hon’ble Minister of State for Ports, Shipping, and Waterways, Government of India
- **Sri Aung Kyaw Tun**, Hon’ble Deputy Minister of Transport and Communications, Government of Myanmar
- **Sri Unmesh Wagh**, Chairman, Jawaharlal Nehru Port Authority (JNPA)

Their addresses emphasized the need for global partnerships, investment mobilization, and technology adoption to reinforce maritime and logistics resilience.

A major highlight of the session was the exchange of eight landmark MoUs between JNPA and key industry stakeholders such as Adani Ports, IRFC, Evergreen Marine, HUDCO, Dredging Corporation of India, Gulftainer, and IPRCL, representing a combined investment of over ₹94,000 Crore. These MoUs reflected India’s strategic commitment to expanding port capacity, financing infrastructure growth, and promoting sustainable maritime operations.

The panel discussion on “**Logistics Reinvented: Building Seamless, Resilient End-to-End Connectivity**” and the fireside chat on “**From Ports to Prosperity: Supply Chains as Engines of Economic Transformation**” were focal points of the session. Both discussions explored innovative models to:

- Reduce logistics costs and improve supply chain visibility
- Integrate multimodal connectivity across ports, rail, and road
- Foster sustainability, risk mitigation, and private sector collaboration
- Enhance India’s competitiveness as a global trade hub

The session concluded with a call to fortify global supply chains through digital transformation, inclusive growth, and resilient infrastructure, aligning with India's long-term Maritime Amrit Kaal Vision 2047.

### 1.3. Minute-to-minute event schedule of GMIS – Fortifying Global Supply Chains

Start Time	End Time	Agenda
02:00 PM	02:05 PM	<ul style="list-style-type: none"> <li>Introduction of the Emcee / Moderator and Welcome to the Chief Guest</li> </ul>
02:05 PM	02:15 PM	<ul style="list-style-type: none"> <li>Inaugural Address by Sri Shantanu Thakur, Hon'ble Minister of State for Ports, Shipping, and Waterways, Govt. of India</li> </ul>
02:15 PM	02:25 PM	Chief Guest's Address by Sri Aung Kyaw Tun, Dy. Minister of Transport and Communications, Govt. of Myanmar
02:25 PM	02:30 PM	Vote of Thanks by Chief General Manager (Traffic), JNPA
02:30 PM	02:40 PM	Felicitation of the Panelists
02:40 PM	02:55 PM	<ul style="list-style-type: none"> <li>Presentation by the Chairman, JNPA</li> </ul>
02:55 PM	04:15 PM	<ul style="list-style-type: none"> <li>Q&amp;A Session with Audience</li> </ul>
04:15 PM	04:55 PM	Fireside Chat - <b><i>"From Ports to Prosperity: Supply Chains as Engines of Economic Transformation"</i></b>
04:55 PM	05:00 PM	Summary of Discussion and Concluding Remarks

### 1.4. Panel I: Logistics Reinvented: Building Seamless, Resilient End-to-End Connectivity

The first panel discussion, moderated by **Ms. Sonal Mishra, Partner, Grant Thornton Bharat**, focused on the theme ***Logistics Reinvented: Building Seamless, Resilient End-to-End Connectivity***. The panel included Dr. Sanjeev Ranjan, IAS (Retd.), Member, Adjudicatory Board for Major Ports & Former Secretary, MoPSW, Government of India, **Sri John Goldner**, Chief Executive – Asia & Middle East, APM Terminals, **Sri Rinkesh Roy**, CEO & Managing Director, JSW Infrastructure, **Sri Ashwani Gupta**, CEO & Whole-Time Director, Adani Ports & Special Economic Zone (APSEZ), **Capt. Deepak Tiwari**, Managing Director, MSC India, **Sri Vijay Chauhan**, Senior Fellow, Ashoka University.

## Key Themes & Insights

The panel discussion opened with a **strategic keynote presentation by the Chairman, JNPA**, who outlined the Authority's forward-looking vision and reaffirmed its leadership as India's top-performing container port. This address set the thematic foundation for the discussion, highlighting India's ambitions to become a global logistics powerhouse.

The conversation centered on **transforming India's supply chain ecosystem** from a fragmented network into an **integrated, resilient, and technology-driven system**. Panellists emphasized the importance of **seamless coordination between ports, SEZs, and inland transport corridors** to enhance efficiency and competitiveness.

Key insights included the need to:

- Embed **resilience as a design principle** in supply chain architecture through diversified trade routes, predictive analytics, and built-in redundancies.
- Integrate **digital intelligence and ESG frameworks** into logistics infrastructure for long-term sustainability.
- Develop **governance and collaboration models** that ensure accountability and coordination across multiple stakeholders in the logistics value chain.

The session concluded with a consensus that **India's future competitiveness** in global trade will depend on how effectively it builds **seamless multimodal connectivity**, leverages **technology and sustainability**, and fosters **institutional collaboration** to deliver efficient, end-to-end logistics solutions.

### 1.5. Panel II: From Ports to Prosperity: Supply Chains as Engines of Economic Transformation

The second panel discussion, moderated by **Sri Saumil Shah, Partner, Grant Thornton Bharat**, centered on the theme ***"From Ports to Prosperity: Supply Chains as Engines of Economic Transformation."*** The session brought together a distinguished panel comprising **Sri Sanjay Sethi, IAS, Additional Chief Secretary – Transport & Ports, Government of Maharashtra**, **Sri Rizwan Soomar, CEO & Managing Director (North Africa & Subcontinent), DP World**, **Sri Saumil Shah, Partner, Grant Thornton Bharat (Moderator)**

#### Key Themes & Insights

This engaging fireside chat repositioned ports as strategic enablers of economic transformation, moving beyond their conventional function as cargo handling hubs to become drivers of industrial growth, trade facilitation, and national prosperity.

The discussion emphasized the "softer levers" of systemic change – leadership, institutional agility, and collaborative governance – as essential elements in



aligning the multiple stakeholders across the logistics and maritime ecosystem. Speakers highlighted that economic transformation through ports requires not only hard infrastructure but also strategic coordination, transparency, and responsive policy frameworks.

A key focus was on designing sustainable and inclusive supply chains, underpinned by digital innovation and data-driven decision-making. The conversation explored how technology can convert data into real-time intelligence, enabling verifiable visibility and operational efficiency across the supply chain.

The dialogue concluded with a shared vision of positioning India's ports as catalysts of long-term competitiveness, supporting the broader goals of Maritime Amrit Kaal Vision 2047 through connected, intelligent, and sustainable logistics networks.

### 1.6. Outcomes and Key Takeaways

The session “**GMIS – Fortifying Global Supply Chains**” at **India Maritime Week 2025** successfully advanced dialogue on strengthening India's maritime and logistics ecosystem through strategic partnerships, infrastructure development, and digital innovation. The deliberations yielded several key outcomes and actionable insights:

#### 1. Strategic Partnerships and Investments

- Signing of **eight landmark MoUs** between **JNPA** and major national and international stakeholders, committing **over ₹94,000 crore** in investments for port development, dredging, financing, and sustainable infrastructure.
- These collaborations will accelerate the development of **Vadhavan Port** and associated logistics hubs, positioning India as a leading node in global supply chains.

#### 2. Infrastructure Integration and Connectivity

- Infrastructure Integration and Connectivity
- Emphasis on **multimodal connectivity** – connecting road, rail, and maritime corridors to reduce transit time, costs, and carbon footprint.

#### 3. Technology, Data, and Digital Intelligence

- Recognition that **digitalization and predictive analytics** must be embedded into supply chain management to enhance transparency, visibility, and resilience.
- Endorsement of **data-driven decision-making** and **AI-based forecasting** to improve operational efficiency and manage disruptions.



#### 4. Sustainability and ESG Alignment

- Strong focus on **environmental sustainability**, including adoption of **green port initiatives**, low-emission technologies, and resilient infrastructure planning.
- Agreement that **ESG principles** must be central to future port and logistics investments, aligning with India's climate commitments and global standards.

#### 5. Governance and Institutional Agility

- Panelists highlighted the need for **collaborative governance frameworks** to align diverse stakeholders – government, private sector, and global partners.
- Stress on enhancing **institutional agility** to enable faster decision-making, streamlined regulation, and effective public-private coordination.

#### 6. Economic Transformation and Global Positioning

- The fireside chat reframed **ports as engines of economic prosperity**, not just gateways for trade.
- Consensus that **robust, technology-enabled, and inclusive supply chains** will be critical to achieving India's **Maritime Amrit Kaal Vision 2047**, driving economic transformation and global competitiveness.

### 1.7. Photographs and Collaterals









*Post Event Report*

# **Guardians of the Sea- Maritime Safety and Security**

**Held on 28<sup>th</sup> October 2025 as part of GMIS- India  
Maritime Week 2025**

**Directorate General of Shipping  
2025**



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# Post Event Report: Guardians of the Sea – Maritime Safety and Security

## 1. Executive Summary

### 1.1 About the event

The Ministry of Ports, Shipping and Waterways hosted the India Maritime Week 2025, and was organized by the Indian Ports Association (IPA). It was held under the theme “*Uniting Oceans, One Maritime Vision*,” served as India’s premier global maritime event, bringing together leaders from governments, industry, academia, and international organizations from over 100 countries to deliberate on the future of the blue economy through dialogue and collaboration.

Within this framework, the Directorate General of Shipping organised the Global Maritime India Summit (GMIS) “*Guardians of the Sea*” session. It focused on strengthening maritime safety, security, and seafarer welfare to advance India’s vision of building smart, secure, and sovereign seaways. The discussions were structured around two thematic panels:

- i. *Navigating Safely – Building Smart, Secure, and Sovereign Seaways*, focusing on maritime domain awareness, cybersecurity, surveillance technologies, and international cooperation; and
- ii. *Anchoring Excellence – Empowering Seafarers for Safe and Secure Seas*, focusing on human capital, welfare, training, and capacity building of India’s seafarers.

### 1.2 Event Highlights

#### 1.2.1 Details of Dignitaries

Category	Names / Designation
Chief Guest	Hon’ble Minister of Fisheries and Ocean Policy, Ms. Marianne Sivertsen Næss, Norway
Guests of Honour	<b>Shri Brian Adrian Wessel</b> – Director General, Danish Maritime Authority
Keynote Speaker	<b>Shri José Matheickal</b> – Director, Technical Cooperation & Implementation, IMO
Senior Officials	<b>Shri Shyam Jagannathan, IAS</b> – Director General of Shipping



	<p><b>Shri Sushil Mansing Khopde</b>, IPS- Addl. Director General of Shipping</p> <p><b>Shri Ajith Sukumaran</b> – Chief Surveyor</p> <p><b>Capt. A. K Azad</b> – Nautical Advisor</p> <p><b>Shri Pradeep Sudhakar</b>- Chief Ship Surveyor</p> <p><b>Shri Nebu Oomen</b> – Deputy Chief Ship Surveyor</p> <p><b>Capt. Anish Joseph</b>- Deputy Nautical Advisor</p> <p><b>Capt. Harinder Singh</b> – Nautical Surveyor, DDG</p> <p><b>Capt. Ravi Singh Sikarwar</b>- Nautical Surveyor, DDG, etc</p>
<b>Industry Representatives</b>	<b>Delegates from DP World, MASSA, FOSMA, Carnival Support Services India Pvt. Ltd., and others</b>
<b>International Delegations</b>	Delegates from Denmark, Norway, International Maritime Organization, International Chambers of Shipping, DBI - The Danish Institute of Fire and Security Technology, and others

### 1.3 Total sessions

- **Inaugural Session:** Lighting of the Lamp, Welcome Address, Special Address, International Messages.
- **Keynote Technical Presentation:** *Beyond the Horizon* by Shri José Matheickal (IMO).
- **Special Address:** Inspector General Bhisham Sharma (Indian Coast Guard).
- **Panel Discussions:**
  - a. *Navigating Safely – Building Smart, Secure, and Sovereign Seaways.*
  - b. *Anchoring Excellence – Empowering Seafarers for Safe and Secure Seas.*
- **Manuals, Book & White Paper Launch:**
  - a. Health, Safety, Security and Environmental (HSSE) Management Standard for the Indian Shipbuilding, Ship Repair, and Ship Recycling Sectors
  - b. *Contingency Planning for Maritime Incidents, Book Release*
  - c. *Ship Building and Ship Repair, White Paper*

### 1.4 Attendees and Audience Profile

- **Government Officials:** DG Shipping, Indian Coast Guard, Indian Navy, and others



- **International Delegations:** Ministry of Fisheries and Ocean Policy, Norway, International Maritime Organization, Danish Maritime Authority, Norwegian Shipowners Association, International Chamber of Shipping, and others
- **Industry Leaders:** DP World, MAERSK, MSC, CMA CGM, MASSA, FOSMA, Carnival Support Services, Apollo Group, PLR Chambers and others
- **Academia:** OP Jindal University, Seafarers from Maritime Training Institutes and others
- **Seafarer Associations and Professionals:** Representing operational and training sectors.

### 1.5. Engagement Metrics

- **Participants:** Approximately 400 attendees.
- **Panel Interaction:** Active Q&A sessions with diverse viewpoints.
- **Social Media Reach:** Pre-Event: 40,000+ and Post-Event: 86,000+ impressions across Instagram, Facebook, LinkedIn and Twitter.

### 1.6. Demographics of Participants

- **Countries Represented:** India, Denmark, Norway, USA, and others.
- **Sector Mix:**
  - 20% Government & Regulatory Bodies.
  - 30% Industry & Private Sector.
  - 40% Seafarers, Academia & Research.
  - 10% International Organizations.

### 1.7. Key Statistics Snapshot

- **Countries Represented:** 5+
- **Total Participants:** Approximately 400 attendees
- **International Delegates:** 15+
- **Sessions Conducted:** 2 major sessions
- **Documents Released:**

- Health, Safety, Security and Environmental (HSSE) Management Standard for the Indian Shipbuilding, Ship Repair, and Ship Recycling Sectors
- *Contingency Planning for Maritime Incidents, Book Release*
- *Ship Building and Ship Repair, White Paper*
- **Panellists:** 15 experts across two panels

## 2. Objectives of the Event

### 2.1. Primary objectives

- To strengthen maritime safety and security across India's ports and shipping ecosystem.
- To foster international collaboration for building smart, secure, and sovereign seaways.
- To empower seafarers through improved training, welfare measures, and global compliance.
- To align India's maritime strategy with global best practices and future-ready technologies.

### 2.2. Specific focus areas / expected outcomes.

- **Maritime Digitalization:** Adoption of E-Navigation, VDES, and AI-driven analytics for real-time monitoring and risk mitigation.
- **Cybersecurity Frameworks:** Establishing robust governance and information-sharing protocols between ports, private operators, and national security agencies.
- **Seafarer Welfare & Training:**
  - a. Addressing global shortage of qualified seafarers.
  - b. Integrating advanced technologies (AI, VR, simulators) into training programs.
  - c. Enhancing trainer competency for future-ready education.
- **Safety Campaigns:**
  - a. **Suraksha Sarvapratham** initiative to in still a safety-first culture among seafarers.
- **Global Cooperation:**
  - a. Strengthening partnerships with IMO, ICS, and maritime nations for capacity building and technology transfer.
- **Environmental & Operational Sustainability:**
  - a. Promoting compliance with international conventions (MARPOL, SOLAS, STCW, MLC).

### 2.3. Alignment with Maritime Vision– MIV 2030 and MAKV 2047

- **MIV 2030:**
  - a. Modernization of port infrastructure and operational safety.
  - b. Digital transformation for efficient and secure maritime trade.
  - c. Enhanced occupational health and safety frameworks.
- **MAKV 2047:**
  - a. Positioning India as a global maritime leader.
  - b. Emphasis on sustainable practices, cutting-edge technologies, and holistic safety.
  - c. Building a resilient maritime ecosystem that integrates physical security, mental well-being, and social protection for seafarers.

## 3. Event Schedule Snapshot

Guardians of the Sea- Maritime Safety and Security Minute to Minute Details			
Date: 28 October 2025			
Time: 02:00 PM – 05:30 PM (210 mins)			
Venue: Bombay Exhibition Centre, Goregaon, Mumbai			
Sr. No.	Time	Duration	Activity
1	14:00 – 14:05	5 mins	Lighting of the Lamp (Samai) by Hon'ble Ministers & Dignitaries
2	14:05-14:10	5 mins	Welcome of Hon'ble Ministers & Dignitaries
3	14:10 – 14:15	5 mins	Welcome Address by Shri Shyam Jagannathan, IAS Director General of Shipping
4	14:15 – 14:20	5 mins	Special Address by Inspector General Bhisham Sharma, PTM, TM, Commander Coast Guard Region (West), Indian Coast Guard
5	14:20 – 14:30	10 mins	Message by the Guest of Honour- Shri Brian Adrian Wessel, Director General, Danish Maritime Authority
6	14:30 – 14:40	5 mins	Release of Health, Safety, Security and Environmental (HSSE) Management Standard for the Indian Shipbuilding, Ship Repair, and Ship Recycling Sectors
7	14:40– 14:55	15 mins	Keynote Technical Presentation by José Matheickal, Director, Technical Cooperation & Implementation, IMO
8	14:55 – 15:05	10 mins	Message by the Chief Guest- Hon'ble Minister of Fisheries and Ocean Policy, Ms. Marianne Sivertsen Næss, Norway



<b>Guardians of the Sea- Maritime Safety and Security Minute to Minute Details</b>			
<b>Date: 28 October 2025</b>			
<b>Time: 02:00 PM – 05:30 PM (210 mins)</b>			
<b>Venue: Bombay Exhibition Centre, Goregaon, Mumbai</b>			
<b>Sr. No.</b>	<b>Time</b>	<b>Duration</b>	<b>Activity</b>
9	15:05-15:10	5 mins	Vote of Thanks by Capt. Harinder Singh, Nautical Surveyor, Directorate General of Shipping and presentation of mementos.
10	15:10-15:55	45 mins	<p>Panel Discussion on Theme: Navigating Safely- Building Smart, Secure, and Sovereign Seaways</p> <p>Moderator- Shri Deepak Shetty, IRS, Former Secretary to Govt. of India and Former Director General of Shipping</p> <p>Panelists:</p> <ol style="list-style-type: none"> <li>1. Deputy Inspector General Ajay Chaturvedi, Indian Coast Guard</li> <li>2. Prof Mohsin Khan, International Relations, OP Jindal University</li> <li>3. Mr. Shubhransh Srivastav, Senior Vice President, Corporate Affairs and Security World, SCO, DP World</li> <li>4. Ms. Line Falkenberg Ollestad, Advisor and Director, Geopolitics, Norwegian Shipowners Association</li> <li>5. Shri Brian Adrian Wessel, Director General, Danish Maritime Authority</li> <li>6. Commodore Sharad Sinsunwal, SC, Indian Navy</li> <li>7. Aditya Rao, Partner, PLR Chambers</li> </ol>
11	15:55-16:00	5 mins	Felicitation of the Panelists
12	16:10 – 16:25	15 mins	Tea Break

<b>Guardians of the Sea- Maritime Safety and Security Minute to Minute Details</b>			
<b>Date: 28 October 2025</b>			
<b>Time: 02:00 PM – 05:30 PM (210 mins)</b>			
<b>Venue: Bombay Exhibition Centre, Goregaon, Mumbai</b>			
<b>Sr. No.</b>	<b>Time</b>	<b>Duration</b>	<b>Activity</b>
<b>13</b>	16:25 – 17:10	45 mins	<p>Panel Discussion on Theme: Anchoring Excellence: Empowering Seafarers for Safe and Secure Seas</p> <p>Moderator- Shri Rajeev Nayyer, Immediate Past President, The Institute of Marine Engineers (India)</p> <p>Panelists:</p> <ol style="list-style-type: none"> <li>1. Shri Rakesh Nair, Head Operations, Carnival Support Services India Pvt. Ltd (CSSI)</li> <li>2. Capt. Shivanandan Halbe, Chief Executive Officer, Maritime Association of Shipowners Shipmanagers and Agents (MASSA)</li> <li>3. Capt. M. C. Yadav, Director (Maritime Education &amp; Training), Foreign Ship-owners Representatives and Ship Managers Association (FOSMA)</li> <li>4. Shri Thomas A. Kazakos, Secretary General, International Chamber of Shipping</li> <li>5. Shri Bal Gautam, Head of Operations, The Apollo Group, USA</li> <li>6. Shri Anders Viborg Kristensen, Senior Business Developer, DBI – The Danish Institute of Fire and Security Technology, Denmark</li> </ol>
<b>14</b>	17:10-17:15	5 mins	Felicitation of the Panelists
<b>15</b>	17:15 – 17:20	5 mins	<p>Book Release: Contingency Planning for Maritime Incidents</p> <p>Authors: Dr. Capt. Vivek Jain (Casualty Lawyer), Dr. Iris Jiyeon Kim (Hydrodynamics and Structural Engineer), Capt. Vinod Dubey (Crisis &amp; Safety Expert), and Er. Indranil Majumdar (DMET &amp; IIT)</p> <p>White Paper: Ship Building and Ship Repair Authors: IMEI and IRS</p>
<b>16</b>	17:20 – 17:25	5 mins	Closing Remarks by Capt. Anish Joseph, Deputy Nautical Advisor, Directorate General of Shipping

Guardians of the Sea- Maritime Safety and Security Minute to Minute Details			
Date: 28 October 2025			
Time: 02:00 PM – 05:30 PM (210 mins)			
Venue: Bombay Exhibition Centre, Goregaon, Mumbai			
Sr. No.	Time	Duration	Activity
17			MoU between Chennai Port Authority & Indian Maritime University for Collaboration on Maritime Research, Pilot Training, Navigational Safety, and Skill Development worth 5 Crores
18			End of Event

## 4. Event Highlights

A landmark event that showcased India's commitment to maritime safety, security, and sustainability. The day was filled with high-level participation, strategic announcements, and insightful discussions that aligned with Maritime India Vision (MIV) 2030 and Maritime Amrit Kaal Vision (MAKV) 2047. Below is a comprehensive summary:

### 4.1. Ceremonial Opening

- The event commenced with the Lighting of the Lamp (Samai) by Hon'ble Ministers and dignitaries, symbolizing unity and progress toward safer seas.
- **Welcome Address by Shri Shyam Jagannathan, IAS, Director General of Shipping:**
  - a. Emphasized India's maritime vision and commitment to safety.
  - b. Stated:
    - “Safety is not optional; it is the foundation of maritime excellence.”

### 4.2. Special Address

- **Inspector General Bhisham Sharma, PTM, TM, Commander Coast Guard Region (West), Indian Coast Guard** delivered a powerful message:
  - a. Maritime safety is a strategic imperative, not just a ceremonial theme.
  - b. Advocated for integrated security architecture combining technology, inter-agency coordination, and international cooperation.
  - c. Highlighted the role of fisherfolk as vital eyes and ears for coastal security.
  - d. Concluded with a clarion call:
    - “Jai Bharat... Vayam Rakshamah.”

### 4.3. Messages from International Dignitaries

- **Shri Brian Adrian Wessel (Danish Maritime Authority):**
  - a. Spoke on digitalization as a driver of maritime safety.

- b. Introduced E-Navigation and VDES frameworks for harmonized global standards.
- c. Stressed Denmark’s collaboration with IMO, IHO, and IALA for safer shipping.
- d. Quote:  
*“Digitalization is the future of maritime safety.”*
- **Ms. Marianne Sivertsen Næss, Norway, Hon’ble Minister of Fisheries and Ocean Policy, Norway:**
  - a. Highlighted geopolitical challenges and global cooperation for maritime security.
  - b. Called for joint efforts to counter piracy, cyber threats, and environmental risks.
- **Keynote Technical Presentation**
  - a. **Shri José Matheickal (IMO)** delivered the keynote on *“Beyond the Horizon: Strengthening Maritime Safety and Security Through Innovation and International Cooperation.”*
    - Emphasized **innovation as the strongest shield** against maritime risks.
    - Advocated for **AI, predictive analytics, and digital platforms** for real-time monitoring.
    - Closing message: *“Together, we keep the oceans secure.”*

#### 4.4. Panel Discussions

##### 4.4.1. Panel 1: Navigating Safely – Building Smart, Secure, and Sovereign Seaways

- **Moderator:** Shri Deepak Shetty, IRS
- **Key Themes:**
  - a. Maritime digitalization and cybersecurity.
  - b. Balancing trade facilitation with security imperatives.
  - c. Geopolitical risks and contingency planning.
  - d. Indian Coast Guard’s role in ensuring safe and clean seas.
  - e. Global collaboration to counter emerging threats.
- **Notable** **Quote:**  
*“Security and trade are two sides of the same coin.” – DIG Ajay Chaturvedi*

##### 4.4.2. Panel 2: Anchoring Excellence – Empowering Seafarers for Safe and Secure Seas

- **Moderator:** Shri Rajeev Nayyar
- **Key Themes:**
  - a. Shortage of qualified seafarers and making the profession attractive.

- b. Training evolution with **AI, VR, and simulators**.
- c. Cruise industry-specific requirements and soft skills.
- d. Fire safety and handling new fuels.
- **Notable Quote:** *“Empowering seafarers is empowering maritime safety.”* – Thomas A. Kazakos

#### 4.5. Book & White Paper Launch

- **Release of Health, Safety, Security and Environmental (HSSE) Management Standard for the Indian Shipbuilding, Ship Repair, and Ship Recycling Sectors**
- **Book Release: Contingency Planning for Maritime Incidents**  
Authors: Dr. Capt. Vivek Jain (Casualty Lawyer), Dr. Iris Jiyeon Kim (Hydrodynamics and Structural Engineer), Capt. Vinod Dubey (Crisis & Safety Expert), and Er. Indranil Majumdar (DMET & IIT). This work offers valuable perspectives on crisis preparedness, safety coordination, and effective response strategies for maritime contingencies
- **White Paper: Ship Building and Ship Repair**  
The paper is authored by the IMEI and the IRS. This White Paper stems from the conference on ship building and ship repair held on 25 September 2025 during the INMEX SMM exhibition, led by Shri Pradeep Sudhakar, Chief Ship Surveyor, Directorate General of Shipping, along with IMEI and the INMEX SMM organizers. The deliberations from that seminar have shaped the insights and recommendations presented in this White Paper.

#### 4.6. MOU Signing

MoU between Chennai Port Authority & Indian Maritime University for Collaboration on Maritime Research, Pilot Training, Navigational Safety, and Skill Development worth 5 Crores

#### 4.7. Notable Quotes from the Event

- *“Our ability to reap economic benefits from the oceans rests on our capacity to respond to the challenges in the maritime domain.”* – Hon’ble PM (quoted by Indian Coast Guard)
- *“Digitalization is the future of maritime safety.”* – Brian Wessel
- *“Together, we keep the oceans secure.”* – José Matheickal
- *“Empowering seafarers is empowering maritime safety.”* – Thomas A. Kazakos

## 5. Communication & Media Outreach

- Coverage across major maritime publications, social media platforms, and news portals.
- Engagement metrics:
  - **Social Media Reach:** Pre-Event: 40,000+ and Post-Event: 86,000+ impressions across Instagram, Facebook, LinkedIn and Twitter

## 6. Outcomes & Key Takeaways

India Maritime Week 2025 successfully achieved its objectives of fostering dialogue, promoting innovation, and reinforcing India's commitment to maritime safety and security. The event delivered actionable insights and strategic directions for the future of India's maritime ecosystem.

- **MOU Exchnaged**
  - One MoU between Chennai Port Authority & Indian Maritime University for Collaboration on Maritime Research, Pilot Training, Navigational Safety, and Skill Development worth 5 Crores
- **Policy Advancements**
  - Emphasis on the Merchant Shipping Act 2025 and Indian Ports Act 2025 to enable smart governance, ISPS compliance, and digital integration.
  - Launch of the HSSE Management Standard Manual for shipbuilding, ship repair, and recycling sectors.
- **Safety Initiatives**
  - Reinforcement of the Suraksha Sarvapratham campaign to promote a safety-first culture among seafarers.
  - Commitment to enhance Maritime Domain Awareness (MDA) through advanced surveillance and risk-based inspections.
- **Global Collaboration**
  - Strengthened partnerships with IMO, ICS, Danish Maritime Authority, Norwegian Shipowners Association, and other international organizations.
  - Agreement on joint capacity-building programs and technology-sharing initiatives for addressing emerging maritime challenges.
- **Knowledge Dissemination**
  - Release of Book: Contingency Planning for Maritime Incidents and Manual on Health, Safety, Security and Environmental (HSSE) Management Standard for the Indian Shipbuilding, Ship Repair, and Ship Recycling Sectors

- Release of White Paper: Shipbuilding and Ship Repair, guiding best practices and safety standards.
- **Key Takeaways**
  - Safety and Security are non-negotiable pillars of maritime growth and global competitiveness.
  - Digitalization will redefine maritime safety through AI, predictive analytics, and data-driven governance.
  - Empowering Seafarers through AI- and VR-based training and enhanced competency frameworks is essential for future readiness.
  - Regulatory Modernization under the MS Act 2025 and Indian Ports Act 2025 will strengthen compliance and governance.
  - Global Cooperation and harmonized standards are crucial to counter threats like piracy, cyberattacks, and environmental hazards.
  - Environmental Sustainability must be embedded through compliance with SOLAS, STCW, and MLC conventions and adoption of green shipping practices.

## 7. Feedback Summary

- **Positive:** High-quality discussions, diverse speakers, relevant topics.
- **Suggestions:** More interactive sessions, inclusion of young professionals, extended networking time.

## 8. Conclusion

The Guardian of the Sea is a resounding success, reaffirming India's position as a proactive and responsible maritime nation. The event achieved its core objectives of **strengthening maritime safety and security, fostering international collaboration, and aligning India's maritime strategy with global best practices.**

### 8.1 Summary of Success

**High-Level Participation:** The event brought together government dignitaries, international delegations, industry leaders, academicians, seafarers and maritime professionals under one platform.

- **Knowledge Sharing:**
  - a. Keynote by IMO on innovation and global cooperation.
  - b. Panel discussions on **digitalization, cybersecurity, seafarer empowerment, and cruise industry needs.**

- c. Release of **Book on Contingency Planning for Maritime Incidents** and **White Paper on Shipbuilding and Ship Repair**.

## 8.2 Acknowledgment of Contributors

The Directorate General of Shipping extends its gratitude to:

- **Hon'ble Ministers and International Dignitaries** for their visionary insights.
- **Industry Leaders and Associations** for sharing practical perspectives.
- **International Organizations (IMO, ICS)** for reinforcing global cooperation.
- **Panellists and Moderators** for driving meaningful discussions.
- **Organizing Team and Partners** for seamless execution of the event.

## 9. Photographs & Collaterals

### 9.1. Inaugural Session:





9.2. Panel Discussion 1- Navigating Safely- Building Smart, Secure, and Sovereign



Seaways





Figure 8 Q&A Session of Panel Discussion 1

### 9.3. Panel Discussion 2- Anchoring Excellence: Empowering Seafarers for Safe and Secure Seas



Figure 7 Panel Discussion 2



Figure 10 Group Photo of Panel 2



Figure 9 Q&A Session of Panel 2

#### 9.4. Book Release: Contingency Planning for Maritime Incidents

Book Release on Contingency Planning for Maritime Incidents with Authors: Dr. Capt. Vivek Jain (Casualty Lawyer), Dr. Iris Jiyeon Kim (Hydrodynamics and Structural Engineer), Capt. Vinod Dubey (Crisis & Safety Expert), and Er. Indranil Majumdar (DMET & IIT)



Figure 12 Book Launch titled *Contingency Planning for Maritime Incidents*

### 9.5. White Paper: Ship Building and Ship Repair

The paper is authored by the IMEI and the IRS. This White Paper stems from the conference on ship building and ship repair held on 25 September 2025 during the INMEX SMM exhibition, led by Shri Pradeep Sudhakar, Chief Ship Surveyor, Directorate General of Shipping, along with IMEI and the INMEX SMM organizers. The deliberations from that seminar have shaped the insights and recommendations presented in this White Paper.



Figure 13 Release of White Paper titled Ship Building and Ship Repair



## **10. Annexures**



## Post Event Report: India Maritime Week 2025

### Norway Country Session

Venue: Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.

#### 1. Executive Summary

##### 1.1. About the event:

Norway's maritime ecosystem was fully showcased during the session — its expertise spanned green-shipping technology, a complete industry cluster including shipowners, shipyards, equipment manufacturers, classification societies like DNV GL and finance/insurance sectors, and state-of-the-art research and development. The country had emerged as a leader in deploying sustainable solutions such as autonomous and electric ferries, and alternative fuels like LNG and hydrogen. The session enlightened the audience on how this comprehensive industry cluster could benefit India's fast-growing maritime sector, pointing out how the entire value chain from technology through operations and financing was aligned to innovation and deployment.

##### 1.2. Event Highlights:

Chief Guest	<p><b>Shri Sarbananda Sonowal</b> (Ministry of Ports, Shipping and Waterways)</p> <p><b>Ms. May-Elin Stener</b> (Ambassador of Norway to India)</p> <p><b>Ms. Marianne Sivertsen Næss</b> (Hon'ble Minister of Fisheries and Ocean Policy, Norway)</p>
Panel 1 Speakers	<p><b>Moderator:</b> <b>Mr. Bjørn Iversen</b> (Director Innovation Norway India / Commercial Counsellor, Royal Norwegian Embassy)</p> <p><b>Panelist:</b> <b>Mr. Ingvar M. Mathisen</b> Port Director / CEO Port of Oslo &amp; Chair - Ports of Norway</p>



	<p><b>Ms. Helene Tofte</b> Executive Director, Norwegian Shipowners Association</p> <p><b>Mr. Syb ten Cate Hoedemaker</b> Managing Director, Maritime Battery Forum</p> <p><b>Ms. Sidsel Norvik</b> Director NOVA Spektrum, Nor-Shipping</p>
<p>Panel 2 Speakers</p>	<p><b>Moderator:</b> <b>Mr. Fredrik Bjerke Abdelmaguid</b> Deputy Consul General, Royal Norwegian Consulate General, Mumbai</p> <p><b>Panelist:</b> <b>Mr. Uday Chaitanya Ganivada</b> Country Manager India Sri Lanka and Bangladesh, DNV</p> <p><b>Ms. Annette Holte</b> President/CEO, Kongsberg Maritime India</p> <p><b>Mr. Aniruddh Sharma</b> Vice President, Kongsberg Norcontrol Surveillance Pvt. Ltd.</p> <p><b>Mr. Robin Nordvik Svendsen</b> Sr. Sales &amp; General Manager Far East, Maritime Optima AS</p> <p><b>Mr. Uday Natu CEO</b> Maritime Montering India</p> <p><b>Mr. Rishi Kudalkar</b> Head Shipping Customer Group, Jotun India Private Limited</p> <p><b>Capt. Arun Mehta</b> Managing Director, OSM Thome India Pvt. Ltd.</p> <p><b>Mr. John K. Klippen</b> Director Data Hub. NAVTOR AS</p>



	<p><b>Mr. Ove Dimmen</b> Senior Vice President Sales, Vard Group AS</p> <p><b>Mr. Nandan Tavanandi</b> Director Varya Tech Pvt. Ltd. and Syncrolift Pvt. Ltd.</p> <p><b>Mr. Hans Erik K. Saether</b> Chief Operating Officer &amp; Partner, Ferdocean AS</p> <p><b>Ms. Siv Remøy Vangen</b> Managing Director, Norwegian Electric System AS</p> <p><b>Mr. Nils Ansgar Skogstad</b> Managing Director Investment Banking Division, Clarkson Securities AS</p>
Venue	Hall No. 4, Bombay Exhibition Centre, Goregaon, Mumbai.
Date	28 <sup>th</sup> October, 2025.
Total Session	<p>2 Sessions</p> <p>1<sup>st</sup> Session: - Norway's Experience in Maritime Sustainability</p> <p>2<sup>nd</sup> Session: - Norway's Offerings for Sustainable Maritime</p>

Approx. 100 participants attended, including senior officials from MoPSW, port authorities, logistics companies and research institutions. The audience represented a balanced mix of government, private sector, and international delegates from Norway.

## 2. Objectives of the Event

- 2.1. The session enlightened the audience on how this comprehensive industry cluster could benefit India's fast-growing maritime sector, pointing out how the entire value chain from technology through operations and financing was aligned to innovation and deployment.



- 2.2. To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.

### 3. Event Schedule Snapshot

TIME	DURATION	ACTIVITY	SPEAKER
<b>2:00 PM - 2:02 PM</b>	2 min	Welcoming Remarks	Ms. May-Elin Stener, Ambassador of Norway to India
<b>2:02 PM - 2:07 PM</b>	5 min	Keynote Address	Ms. Marianne Sivertsen Næss, Hon'ble Minister of Fisheries and Ocean Policy, Norway
<b>2:07 PM - 2:12 PM</b>	5 min	Keynote Address	Mr. Sarbananda Sonowal, Hon'ble Minister of Ports Shipping & Waterways, India
<b>2:12 PM - 2:18 PM</b>	6 min	Norway's Experience in Maritime Sustainability	Mr. Ingvar M. Mathisen, Port Director / CEO Port of Oslo & Chair - Ports of Norway Moderator: Mr. Bjørn Iversen, Director Innovation Norway India / Commercial Counsellor, Royal Norwegian Embassy
<b>2:18 PM - 2:24 PM</b>	6 min	Norway's Experience in Maritime Sustainability	Ms. Helene Tofte, Executive Director, Norwegian Shipowners Association
<b>2:24 PM - 2:30 PM</b>	6 min	Norway's Experience in Maritime Sustainability	Mr. Syb ten Cate Hoedemaker, Managing Director, Maritime Battery Forum
<b>2:30 PM - 2:36 PM</b>	6 min	Norway's Experience in Maritime Sustainability	Ms. Sidsel Norvik, Director NOVA Spektrum, Nor-Shipping



<b>2:36 PM</b>	<b>PM - 2:40</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Uday Chaitanya Ganivada, Country Manager India Sri Lanka and Bangladesh, DNV Moderator: Mr. Fredrik Bjerke Abdelmaguid, Deputy Consul General, Royal Norwegian Consulate General, Mumbai
<b>2:40 PM</b>	<b>PM - 2:44</b>	4 min	Norway's Offerings for Sustainable Maritime	Ms. Annette Holte, President/CEO, Kongsberg Maritime India
<b>2:44 PM</b>	<b>PM - 2:48</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Aniruddh Sharma, Vice President, Kongsberg Norcontrol Surveillance Pvt. Ltd.
<b>2:48 PM</b>	<b>PM - 2:52</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Robin Nordvik Svendsen, Sr. Sales & General Manager Far East, Maritime Optima AS
<b>2:52 PM</b>	<b>PM - 2:56</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Uday Natu CEO, Maritime Montering India.
<b>2:56 PM</b>	<b>PM - 3:00</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Rishi Kudalkar, Head Shipping Customer Group, Jotun India Private Limited
<b>3:00 PM</b>	<b>PM - 3:04</b>	4 min	Norway's Offerings for Sustainable Maritime	Capt. Arun Mehta, Managing Director, OSM Thome India Pvt. Ltd.
<b>3:04 PM</b>	<b>PM - 3:08</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. John K. Klippen, Director Data Hub. NAVTOR AS
<b>3:08 PM</b>	<b>PM - 3:12</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Ove Dimmen, Senior Vice President Sales, Vard Group AS
<b>3:12 PM</b>	<b>PM - 3:16</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Nandan Tavanandi, Director Varya Tech Pvt.



				Ltd. and Syncrolift Pvt. Ltd.
<b>3:16 PM</b>	<b>PM - 3:20</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Hans Erik K. Saether, Chief Operating Officer & Partner, Ferdocean AS
<b>3:20 PM</b>	<b>PM - 3:24</b>	4 min	Norway's Offerings for Sustainable Maritime	Ms. Siv Remøy Vangen, Managing Director, Norwegian Electric System AS
<b>3:24 PM</b>	<b>PM - 3:28</b>	4 min	Norway's Offerings for Sustainable Maritime	Mr. Nils Ansgar Skogstad, Managing Director Investment Banking Division, Clarkson Securities AS
<b>3:28 PM</b>	<b>PM - 3:30</b>	2 min	Vote of Thanks	Ms. Monica O. Nagelgaard, Consul General, Royal Norwegian Consulate General, Mumbai

#### 4. Event Highlights

The seminar featured two sessions focused on Norway’s maritime sector:

Session 1: “Norway’s Experience in Maritime Sustainability” showcased Norway’s mature ecosystem in green shipping technology, industry-cluster capability, and research & development. The country is already deploying zero-emission ferries, battery and hydrogen vessels, and alternative fuel infrastructures. For example, Norway has built hydrogen-powered ferries like the MF Hydra, the world’s first liquid-hydrogen ferry.

Session 2: “Norway’s Offerings for Sustainable Maritime” turned to how Norway’s cluster of shipyards, equipment manufacturers, classification societies (e.g., DNV) and financing/insurance sectors can offer solutions and partnerships to the rapidly growing Indian maritime market. The agenda included technology transfer, green fuel bunkering options, and upstream/downstream collaboration between India and Norway.

Together, the sessions offered the Indian maritime sector an overview of Norway’s best-in-class capabilities and how those might be adapted, scaled or partnered with India’s ambitions (digitalisation, port sustainability, alternative fuels, ship retrofits).



### 5. Outcomes & Key Takeaways:

- Norway offers **end-to-end green maritime capability** – from hull design and shipyards to fuel systems (hydrogen, LNG, batteries) and supportive finance/insurance mechanisms.
- Real-world proof points matter: the commissioning of the MF Hydra on liquid hydrogen illustrates Norway’s commitment to scaling zero-emission shipping.
- For India, the opportunity lies in **technology transfer + adaptation**, not just procurement. Norway’s offerings can help India leapfrog into green shipping.
- Institutional partnerships will be critical: Norway’s maritime cluster thrives on coordinated R&D, policy alignment, classification society engagement, and public-private buy-in. India’s ecosystem can benefit by engaging similar structures.
- Alternative fuels and retrofits are a major theme. The future of shipping will involve hydrogen, batteries and LNG as transitional fuels—with Norway as a pilot base.
- Vietnam, the images show that India emphasised its **scale and connectivity potential** (long coastline, port expansion, digital corridors) as a partner for global maritime innovation.

### 6. Conclusion

- The two sessions successfully positioned Norway’s maritime ecosystem as a strategic partner for India’s sustainable maritime ambitions.
- For India to benefit, the next step is operationalising collaboration: piloting projects (green ferries, bunkering infrastructure, port retrofits), engaging Norwegian suppliers, and adapting regulatory/finance models.
- Norway’s leadership demonstrates that green shipping is viable today, not just theoretical—so India’s maritime sector can accelerate without being constrained by “waiting for tech”.
- The value of these sessions lies in bridging strategy with execution—Norway’s offerings meet India’s scale and growth needs. The focus now needs to shift from dialogue to measurable outcomes (project pipelines, investment commitments, timelines).
- Ultimately, the event underscored that sustainability, technology and finance must work in tandem. Norway brings the technology and cluster; India brings scale and market; together they can deliver maritime transformation.





# NAVIGATING COMPLEXITY IN MODERN MARITIME LAW MARITIME SHEEO

October 2025



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## 1. Navigating Complexity in Modern Maritime Law – Maritime SheEO

**SPOC** Ms. Sanjam Gupta || +91-9820186740 || sanjam@maritimesheeo.com

### 1.1. Time-wise agenda including major sessions and activities

The session “Cyberbullying and Social Stalking of Women Seafarers” at India Maritime Week 2025, held on October 30, 2025, from 2:40 PM to 3:40 PM at Hall No. 6, Bombay Exhibition Centre, Goregaon, Mumbai, brought together senior government officials, maritime industry leaders, mental health professionals, cyber security experts, and women seafarer representatives to deliberate on addressing online harassment, promoting digital safety, and ensuring psychological well-being for women in the maritime sector.

The panel featured Ms. Suneeti Bala, Co-Founder, International Women Seafarers Foundation (IWSF); Dr. Pattathil Dhanya Menon, Director, Avanzo Cyber Security Solutions Pvt. Ltd.; Dr. Rajiv Anand, Managing Director & Senior Psychiatrist, Inner Light Counseling Center; Shri Shyam Jagannathan, Director General of Shipping, Government of India; Mr. Deepu Kishinchandani, President, BW Maritime Pte. Ltd., India Branch Office; and Mr. Pankaj Kumar, Deputy General Manager, Fleet Personnel, Shipping Corporation of India.

The discussion emphasized the growing digital risks faced by women seafarers, shared insights on preventive frameworks, psychological coping strategies, and highlighted institutional measures needed to create a safe, inclusive, and accountable maritime digital environment.

### 1.2. Event Highlights

The session “Cyberbullying and Social Stalking of Women Seafarers” at India Maritime Week 2025, held on October 30, 2025, from 2:40 PM to 3:40 PM at Hall No. 6, Bombay Exhibition Centre, Goregaon, Mumbai, convened senior government officials, maritime industry leaders, mental health professionals, cyber security experts, and women seafarer advocates to deliberate on combating online harassment and ensuring digital safety within the maritime ecosystem.

The discussions emphasized the urgent need to recognize cyberbullying and social stalking as critical workplace safety issues, extending beyond physical spaces into digital environments that affect women seafarers’ mental health, dignity, and professional participation. Panelists highlighted the importance of coordinated industry action, awareness programs, and the development of institutional mechanisms to identify, prevent, and address such incidents effectively.

Through insightful exchanges and expert perspectives, the session explored the intersection of cyber security, mental well-being, and maritime regulation—focusing on preventive frameworks, the psychological impacts of online harassment, and the role of leadership in fostering safer digital spaces at sea and ashore. The deliberations also underscored the collective responsibility of shipping companies, regulators, and seafarer associations in building a culture of zero tolerance toward online abuse.



The event served as a significant platform to advocate for stronger policy integration, capacity building, and the establishment of global cooperation channels aimed at ensuring that every woman seafarer can work, communicate, and thrive in a secure and supportive maritime environment.

### 1.3. Minute-to-minute event schedule of GMIS – Maritime Human Capital

Start Time	End Time	Agenda
10:00	10:30	Registrations
10:30	10:40	Welcome Note by Maritime SheEO Founder Sanjam Sahi Gupta
10:45	11:15	<p>Keynote Speeches</p> <ul style="list-style-type: none"> <li>• Dr. Jose Matheickal, Director, Technical Cooperation and Implementation Division (TCID), International Maritime Organization (IMO)</li> <li>• Thomas Kazakos, Secretary, International Chamber of Shipping</li> <li>• Shri Shyam Jagannathan, I.A.S, Director General of Shipping &amp; Additional Secretary to the Government of India</li> </ul>
11:20	12:10	<p>Panel: International Shipping Contracts: Dispute Avoidance and Resolution</p> <p>Moderator: Shiv Iyer, Partner, Renata Partners, India</p> <p>Speakers:</p> <ul style="list-style-type: none"> <li>• Magdalene Chew, Director, AsiaLegal LLC, Singapore</li> <li>• Kaushik Sochannam, Sochannam Legal</li> <li>• Jimi John, Advocate, Accredited Arbitrator &amp; Mediator, India</li> <li>• Ravi P Jawani, Partner (Solicitor- England &amp; Wales), Fitch &amp; Co Legal, UAE</li> </ul>
12:15	13:15	Lunch Break



Start Time	End Time	Agenda
13:15	13:45	<p>Fireside chat: Insurance, Liability, Environmental Exposure, and the Interpretation of Force Majeure Provisions in Global Trade (include claims)</p> <p>Moderator: Adele Marina Rizzo, Head of Commercial, RB British Marine, UK</p> <p>Speakers:</p> <ul style="list-style-type: none"> <li>• Ruchdi Maalouf, International Arbitrator, Maalouf Arbitration, Singapore</li> <li>• Ana Clara, Senior Legal Counsel &amp; WISTA Brazil Founding Member, Brazil</li> <li>• Aditi Maheshwari, Partner, Renata Partners, India</li> </ul>
13:50	14:35	<p>Panel: Legal Risk in an Era of Sanctions, ESG mandates, and Regulatory Flux Speakers</p> <p>Moderator: Monica Kohli, Senior Lawyer, President @ WISTA UK, Chairperson @ Indian Maritime Association, UK</p> <p>Speakers:</p> <ul style="list-style-type: none"> <li>• Chetan Sharma, Legal Counsel, PSA India</li> <li>• Capt. Deepak Mantoju, Manager, Legal &amp; Vessel Registrations, Navitera Consultants, India</li> <li>• Amsha Gengan, Advocate, President WISTA South Africa</li> <li>• Sujan Malhotra, Maritime Lawyer &amp; Partner, Ship Law Sea FZ LLE, Dubai, UAE</li> </ul>
14:40	15:40	<p>Panel: Cyberbullying and Social Stalking of Women Seafarers</p> <ul style="list-style-type: none"> <li>• Ms. Suneeti Bala—Co-Founder, International Women Seafarers Foundation (IWSF)</li> <li>• Dr. Pattathil Dhanya Menon - Director, Avanzo Cyber Security Solutions Pvt. Ltd.</li> </ul>



Start Time	End Time	Agenda
		<ul style="list-style-type: none"> <li>• Dr. Rajiv Anand - Managing Director &amp; Senior Psychiatrist, Inner Light Counseling Center</li> <li>• Shri Shyam Jagannathan - Director General of Shipping, Government of India</li> <li>• Mr. Deepu Kishinchandani - President, BW Maritime Pte. Ltd., India Branch Office</li> <li>• Mr. Pankaj Kumar - Deputy General Manager, Fleet Personnel, Shipping Corporation of India</li> </ul>
<b>15:40</b>	15:55	Tea Break
<b>16:00</b>	16:20	<p>Fireside Chat: Consular Conversations: Advancing Women in Maritime</p> <p>Moderated by</p> <ul style="list-style-type: none"> <li>• Amsha Gengan, Advocate , President WISTA South Africa</li> <li>• Fredrik Bjerke Abdelmaguid, Trade and Export Specialist, Royal Norwegian Consulate General Mumbai</li> </ul>
<b>16:25</b>	16:55	<p>Fireside chat: Criminalization of Seafarers: Challenges, Cases, and Legal Remedies</p> <p>Moderator: Apurva Mehta, Partner, ANB Legal</p> <p>Speakers:</p> <ul style="list-style-type: none"> <li>• Hari Narayan, Partner &amp; Maritime Lawyer, United Maritime Law Chambers, India</li> <li>• Cate Baddeley, Partner, Preston Turnbull LLP, London</li> </ul>
<b>17:00</b>	17:50	<p>Panel: Ship Recycling, Shipbuilding and Repair: Evolving Legal Frameworks</p> <p>Moderator:</p>

Start Time	End Time	Agenda
		<p>Jacqueline Zalapa, Partner, Campbell Johnston Clark, London</p> <p>Speakers:</p> <ul style="list-style-type: none"> <li>• Paul Aston, Certified English Lawyer, CEDR Accredited Mediator; FCI Arb Accredited Arbitrator; Higher Rights of Audience (Civil), Asia Legal LLC, Singapore</li> <li>• Arjun Mital, Counsel, Helmsman LLC, Singapore; Solicitor (England &amp; Wales), Advocate (India)</li> <li>• Rubal Bansal, Managing Director, Bansal Group, India</li> <li>• Ruchika Nayyar, Group Head of Legal, JM Baxi, India</li> </ul>
<b>17:55</b>	18:35	<p>Panel: Case studies and roundtables with senior GCs, arbitrators, judges, and enforcement officials</p> <p>Moderator: Manas Vaid, Head of Marine Claims, Treasury &amp; Risk, MAERSK, India</p> <p>Speakers:</p> <ul style="list-style-type: none"> <li>• Dimitris Seirinakis, Managing Director at The American P&amp;I Club / SCB Management Consulting Services (China) Co., Ltd.</li> <li>• Siddharth Ranka, Director (Solicitor &amp; Advocate), Binnacle Legal, Dubai</li> <li>• Ruchir Goenka, Associate Partner at Bose &amp; Mitra &amp; Co, India</li> </ul>
<b>18:40</b>	18:55	Closing Speech by Maritime SheEO Founder Sanjam Sahi Gupta

#### 1.4. Panel Discussion: Cyberbullying and Social Stalking of Women Seafarers

The session on “Cyberbullying and Social Stalking of Women Seafarers” brought together eminent speakers from the maritime industry, cybersecurity, mental



health, and government sectors to discuss the growing digital threats faced by women in the maritime domain. The panel comprised Dr. Pattathil Dhanya Menon, Dr. Rajiv Anand, Shri Shyam Jagannathan, Mr. Deepu Kishinchandani, and Mr. Pankaj Kumar, under the moderation of Ms. Suneeti Bala. The discussion explored the complex interplay of digital identity, legal protection, mental health, and institutional responsibility in ensuring safe digital environments for women at sea and ashore.

### **1. Understanding the Nature of the Problem**

Opening the discussion, Dr. Pattathil Dhanya Menon outlined the diverse challenges women face in cyberspace, including identity theft, relationship-related exploitation, and misuse of social media platforms such as Reddit and Instagram. She emphasized that while users must exercise caution in sharing personal data online, complete erasure of digital footprints is nearly impossible, as information removed from platforms may still persist on the internet. This highlighted the urgent need for both awareness and systemic safeguards against data misuse.

### **2. Policy and Legal Frameworks**

Shri Shyam Jagannathan, Director General of Shipping, underlined the importance of policy-level interventions to address these issues comprehensively. He noted that the Government of India has enacted the Digital Personal Data Protection (DPDP) Act, a crucial step in protecting individual digital identities. However, he emphasized that similar frameworks are currently absent in the maritime sector and corporate world. He advocated for regulations mandating that employees' digital identities remain sacrosanct and protected, ensuring their personal data is not misused in professional settings.

Mr. Jagannathan further stated that since cybercriminals operate without national boundaries, a global collaborative approach is necessary to bring perpetrators to justice and strengthen maritime digital safety.

### **3. Mental Health and Social Media as a Tool for Support**

Addressing the psychological dimension, Dr. Rajiv Anand observed that many shipping companies have introduced in-house counselling sessions to provide seafarers with access to mental health support. He noted that social media, despite its risks, can also serve as a valuable channel for emotional connection and peer support, particularly for individuals experiencing isolation or distress during long voyages.

### **4. Emerging Trends and Institutional Preparedness**



Mr. Deepu Kishinchandani highlighted that the forthcoming STCW conventions (January 2026) will formally address cyberbullying and cyberstalking within seafaring contexts. He remarked that although no formal cases have been reported yet, the absence stems from lack of precise definitions and reporting mechanisms. He stressed the importance of developing clear frameworks, policies, and reporting protocols.

Mr. Kishinchandani further emphasized that increasing women's representation in the workforce naturally fosters a culture of respect and accountability, leading to a reduction in bullying incidents. He called for robust social media guidelines and training for all crew members to prevent digital harassment.

### **5. Cyber Laws and Technical-legal Challenges**

Mr. Pankaj Kumar discussed how existing Indian cyber laws can be effectively applied to the maritime domain, provided they are implemented with due diligence. He highlighted the importance of data hygiene and awareness of digital evidence procedures, explaining that victims often delete critical information out of panic, which weakens legal recourse. He advised adherence to Section 65B of the Indian Evidence Act for admissibility of digital evidence and reiterated that prevention through regular training is more effective than post-incident remedies.

### **6. Institutional Remedies and Preventive Measures**

In his concluding remarks, Shri Shyam Jagannathan reiterated the government's stance on "zero tolerance" toward cyber offences and emphasized the need for structured training modules covering social media conduct and gender sensitivity. He called for the creation of a compliant digital ecosystem, where both employers and employees share responsibility for maintaining cyber safety.

He proposed introducing Chief Information Security Officers (CISOs) across maritime organizations, cyber forensic capabilities to trace origins of online offences, and the effective use of the Whistleblower Protection Act to safeguard those reporting cybercrimes.

### **7. Interactive Discussion with the Audience**

During the Q&A segment, the audience raised pertinent questions on gender equality and respect at sea. Panelists agreed that performance and recognition should be based purely on rank and professional merit, not gender. As Ms. Bala articulated, the concept of "Women 2.0" envisions women who maintain their identity while being recognized foremost as seafarers, not defined by gender distinctions.

The session also highlighted upcoming initiatives, including a 24x7 grievance redressal system, reaffirming the sector's commitment to non-repetition and zero



tolerance toward cyber offences. Discussions concluded with a consensus on the need to strengthen case-based documentation, legal processes, and inter-agency collaboration to enhance accountability in maritime cyber governance.

### 1.5. Outcomes and Key Takeaways

The session concluded with a collective recognition that **cyberbullying and social stalking constitute serious workplace safety and human rights issues** within the maritime sector, demanding equal attention as physical harassment or discrimination. It underscored the urgent need to develop **maritime-specific digital protection policies**, complementing India's **Digital Personal Data Protection (DPDP) Act**, to safeguard the online identities and personal information of seafarers. Panelists advocated for the institutionalization of a **zero-tolerance framework** toward online harassment, supported by clear reporting protocols, grievance redressal mechanisms, and accountability measures for both employers and employees. The discussion emphasized the importance of **mandatory training modules on digital conduct, gender sensitivity, and cyber awareness** across shipping companies and maritime academies. It also called for strengthening **cyber forensic capabilities** and appointing **Chief Information Security Officers (CISOs)** in maritime organizations to ensure prompt investigation and compliance. Furthermore, the session highlighted the need to leverage social media responsibly, promote **mental health support systems** for victims, and foster a culture where women seafarers are empowered, respected, and recognized purely on professional merit. Overall, the dialogue reinforced that **digital safety, inclusivity, and mental well-being** must be integral components of the maritime industry's future workforce strategy.

### 1.6. Photographs and Collaterals





## Post Event Report: Indian Maritime Week 2025

### UNESCAP Asia-Pacific Regional Dialogue on Sustainable Maritime Connectivity Navigating Uncertainty, Advancing Together

Venue: The Westin Mumbai Garden City Hotel, Mumbai

Dates: 28–29 October 2025

Organised by: United Nations ESCAP with the Ministry of Ports, Shipping and Waterways (MoPSW),  
Government of India

## 1. Executive Summary

### 1.1 About the Event

The UNESCAP Asia-Pacific Regional Dialogue on Sustainable Maritime Connectivity was held in conjunction with India Maritime Week 2025, bringing together nearly 50 delegates from over 20 countries representing Governments, International Organisations, Industry, Academia and Financial Institutions. The two day dialogue served as a regional platform to deliberate on emerging challenges and opportunities for sustainable, resilient and inclusive maritime transport. Sessions addressed global shipping trends, regional cooperation mechanisms, green corridor development, digital port transformation, inland waterway connectivity for landlocked developing countries (LLDCs) and national strategies for sustainable maritime development.

### 1.2 Event Highlights

<b>Chief Guest</b>	<b>Mr. Vijay Kumar</b> , Secretary, MoPSW
<b>Guests of Honour</b>	<b>Mr. Weimin Rein</b> (Director, Transport Division, UN ESCAP) <b>Ms. Mikiko Tanaka</b> (Head & Director, South and South-West Asia Office, ESCAP)
<b>Keynote Speakers</b>	<b>H.E. Lee Hyun</b> (Policy Advisor to the Minister, Republic of Korea) <b>Mr. Geunsub Kim</b> (Deputy President, Korea Maritime Institute) <b>Mr. Jose Matheickal</b> (Director, Technical Co-operation, IMO)
<b>Moderators</b>	<b>Ms. Azhar Jaimurzina Ducrest</b> (Chief, Transport Connectivity & Logistics Section, ESCAP)
<b>Industry &amp; Institutional Speakers</b>	UNCTAD, World Bank, ADB, BIMSTEC, PIANC, WISTA India, KMI, IAPH, SPC, Russian Maritime Register of Shipping



<b>Participating Countries</b>	India, Republic of Korea, Japan, Bhutan, Sri Lanka, Maldives, Iran, Azerbaijan, Georgia, Kazakhstan, Uzbekistan, Brunei Darussalam, Fiji, Russia and others
<b>Total Sessions</b>	Six technical sessions + one special session
<b>Attendees and Audience Profile</b>	Senior officials, research experts, multilateral partners, port authorities, private-sector representatives and policy think-tanks
<b>Engagement Metrics</b>	Approx. 120 participants (in-person and virtual)
<b>Demographics of Participants</b>	60% Asia and Pacific, 25% South Asia, 10% Europe, 5% Pacific Islands
<b>Key Statistics Snapshot</b>	20 countries, 30 speakers, 6 sessions, 50 knowledge documents, 2 days of dialogue
<b>Organised by</b>	United Nations ESCAP in partnership with the Ministry of Ports, Shipping and Waterways (MoPSW), Government of India

Approx. 120 participants attended, including senior officials from MoPSW, Port Authorities, Logistics Companies and Research Institutions. The audience represented a balanced of government, private sector and international delegates.

## 2. Objectives of the Event

### 2.1 Primary Objectives

- Promote regional dialogue and co-operation on sustainable maritime transport within the Asia Pacific region.
- Exchange best practices for resilient, green and digital maritime supply chains.
- Discuss collective strategies for advancing green shipping corridors and inclusive maritime connectivity.

### 2.2 Specific Focus Areas

- Assessment of current maritime trends and strategic responses to global disruptions.
- Regional co-operation frameworks for sustainable shipping and port operations.
- Identification of technical assistance needs for LLDCs to enhance port-hinterland connectivity.
- Blueprint for digital port transformation and smart logistics integration.
- Compilation of national strategies and action plans toward decarbonisation and maritime resilience.

### 2.3 Alignment with Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047

The dialogue reinforced India’s vision to develop a safe, sustainable and globally integrated maritime ecosystem. Sessions on green shipping, smart ports and multimodal connectivity directly resonate with the goals outlined in MIV 2030 and MAKV 2047 particularly port modernisation, digitalisation, environmental sustainability and international collaboration.

### 3. Event Schedule Snapshot

<b>Day 0: Monday, 27 October 2025</b>	
<p><b>Attendance at the India Maritime Week 2025 Opening Ceremony and Related Events</b>  <b>Venue: Bombay Exhibition Centre (Mumbai)</b></p>	
<b>Day 1: Tuesday, 28 October 2025</b> <b>Venue: Mumbai (Westin Mumbai Garden City Hotel)</b>	
<b>09:30-10:00</b>	<p><b>Registration</b>                  ESCAP Secretariat</p>
<b>09:00-10:20</b>	<p><b>Opening remarks</b>                  Welcome</p> <ul style="list-style-type: none"> <li>• <b>Mr. Weimin Ren</b>, Director, Transport Division, ESCAP</li> </ul> <p><b>Inaugural Remarks</b></p> <ul style="list-style-type: none"> <li>• <b>Mr. Vijay Kumar</b>, Secretary, Ministry of Port, Shipping and waterways of the Government of India</li> </ul> <p><b>Special Remarks</b></p> <ul style="list-style-type: none"> <li>• <b>Ms. Lee Hyun</b>, Policy Advisor to the Minister, Ministry of Oceans and Fisheries of the Republic of Korea</li> <li>• <b>Mr. Geunsub Kim</b>, Deputy President, Korea Maritime Institute (KMI)</li> </ul> <p><b>Vote of thanks</b></p> <ul style="list-style-type: none"> <li>• <b>Ms. Mikiko Tanaka</b>, Head and Director, South and South-West Asia Sub-regional Office, ESCAP</li> </ul>
<b>10:20-10:30</b>	<p><b>Official photograph</b></p>
<b>SESSION 1: CURRENT TRENDS AND STRATEGIC RESPONSES TO THE RAPIDLY CHANGING GLOBAL AND ASIA-PACIFIC MARITIME TRANSPORT LANDSCAPE</b>	
<b>10:30-12:00</b>	<p><b>Moderator:</b> Ms. Azhar Jaimurzina Ducrest, Chief of Transport Connectivity and Logistics Section, Transport Division, ESCAP</p> <p><b>Review of Maritime Transport 2025: Staying the course in turbulent waters</b>                  Mr. Hidenobu Tokuda, Economic Affairs Officer, United Nations Conference on Trade and Development (UNCTAD)</p> <p><b>Maritime Connectivity in Asia and the Pacific: Key Findings from the 2024–2025 Annual Report</b></p>

	<p><i>Mr. Gyu Serb Kim, Expert, Transport Connectivity and Logistics Section, Transport Division, ESCAP</i></p> <p><b>Maritime Trade and Logistics Flows in Asia and the Pacific: Implications and Insights</b> <i>Ms. Heeyoung Ryu, Senior Researcher, Korea Maritime Institute (KMI)</i></p> <p><b>Maritime Transport in South and South-West Asia: Current Status and Key Issues</b> <i>Dr. Unnikrishnan Nair Chandraserann, ESCAP Consultant</i></p>
<b>12:00-13:00</b>	<b>Lunch break</b>
<b>SESSION 2: REGIONAL COOPERATION FOR PROMOTING SUSTAINABLE MARITIME TRANSPORT IN ASIA AND THE PACIFIC</b>	
<b>13:00-15:15</b>	<p><b>Moderator:</b> <i>Ms. Azhar Jaimurzina Ducrest, Chief of Transport Connectivity and Logistics Section, Transport Division, ESCAP</i></p> <p><b>Regional Cooperation in Maritime Transport in Asia and the Pacific: Current Initiatives and Future Plans</b> <i>Mr. Sooyeob Kim, Economic Affairs Officer, Transport Division, ESCAP</i></p> <p><b>Cooperation Strategies for Sustainable Development in South and South-West Asias</b> <i>Dr. Rajan Sudesh Ratna, Deputy Head and Senior Economic Affairs Officer, ESCAP Subregional Office for South and South-West Asia</i></p> <p><b>Maritime Transport Cooperation and Strategic Planning in ASEAN</b> <i>Mr. Haji Khairul Zaman Hj Abdul Jalil, Acting Assistant Chief Executive, Maritime and Port Authority of Brunei Darussalam/Chair of ASEAN MTWG</i></p> <p><b>Trilateral Maritime Cooperation for Northeast Asia: Current Status of China-Korea-Japan Collaboration</b> <i>Ms. Bokyung Kim, Associate Research Fellow, Korea Maritime Institute (KMI)</i></p> <p><b>Regional Maritime Transport Cooperation in the Bay of Bengal</b> <i>Mr. Prasanth Chandran, Director, The Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) Secretariat</i></p>
<b>15:15-15:30</b>	<b>Coffee Break</b>
<b>SPECIAL SESSION FOR PROMOTING SUSTAINABLE MARITIME TRANSPORT IN ASIA AND THE PACIFIC</b>	
	<p><b>Moderator</b></p> <ul style="list-style-type: none"> <li><b>Ms. Azhar Jaimurzina Ducrest, Chief of Transport Connectivity and Logistics Section, Transport Division, ESCAP</b></li> </ul>



<p>15:30-16:30</p>	<p><b>Key Remarks:</b></p> <ul style="list-style-type: none"> <li>• <b>Mr. Weimin Ren</b>, Director, Transport Division, ESCAP</li> <li>• <b>Mr. Geunsub Kim</b>, Deputy President, Korea Maritime Institute (KMI)</li> <li>• <b>Mr. Ninan Oommen Biju</b>, Senior Port and Maritime Transport Specialist, World Bank</li> </ul> <p><b>Special Address</b></p> <ul style="list-style-type: none"> <li>• <b>H.E. Mr. Sarbananda Sonowal</b>, Hon. Minister of Ports, Shipping and Waterways of the Government of India</li> </ul> <p><b>Launching the Preparation of the 2025–2026 Sustainable Maritime Connectivity Report: Unleashing South and South-West Asia’s Maritime Dynamism</b></p>
<p>16:30-16:45</p>	<p>Coffee Break</p>
<p><b>SESSION 2: REGIONAL COOPERATION FOR PROMOTING SUSTAINABLE MARITIME TRANSPORT IN ASIA AND THE PACIFIC</b></p>	
<p>16:45-18:00</p>	<p><b>Moderator:</b> Ms. Daye Lee, Senior Researcher, Korea Maritime Institute (KMI)</p> <p><b>Inland Waterways Transport Cooperation in Ganga Basin Countries-Need for new Strategy</b> Mr. Gopal Krishna, Former Secretary of Ministry of Ports, Shipping and Waterways, GOI / Former Principal Program Advisor, Cross Border Infrastructure and Connectivity Project for Indo-Pacific, USAID</p> <p><b>Regional Maritime Transport Cooperation in the Pacific</b> Ms. Faranise Kiniviwai, Maritime Transport Team Leader, Pacific Community (SPC)</p> <p><b>Improving the Sustainability of Supply Chains through Technical Support for the Safety and Reliability of Navigation</b> Mr. Oleg Chernov, Head of International Affairs Department, Russian Maritime Register of Shipping</p> <p>Q &amp; A session</p>
<p>19:00-</p>	<p><b>Dinner hosted by the Government of the Republic of Korea</b> (All participants were invited to attend the dinner.)</p>
<p><b>Day 2: Wednesday, 29 October 2025</b> <b>Venue: Mumbai (Westin Mumbai Garden City Hotel)</b></p>	
<p><b>SESSION 3: ADVANCING GREEN SHIPPING CORRIDORS, PORT DIGITALIZATION AND INCLUSIVE TRANSPORT IN ASIA AND THE PACIFIC</b></p>	



<p>09:30-11:10</p>	<p><b>Moderator:</b> <i>Mr. Sooyeob Kim, Economic Affairs Officer, Transport Division, ESCAP</i></p> <p><b>A Blue Transformation for Maritime Transport in Asia and the Pacific</b> <i>Mr. Ninan Oommen Biju, Senior Port and Maritime Transport Specialist, World Bank</i></p> <p><b>Implementation Strategy for Green Shipping Corridors in Asia and the Pacific</b> <i>Mr. Paul Tae-Woo Lee, Director, Maritime Logistics and Free Trade Islands Research Center, Ocean College, Zhejiang University</i></p> <p><b>Trends in Smart Maritime Technologies: Smart Ports and Autonomous Ships</b> <i>Ms. Daye Lee, Senior Researcher, Korea Maritime Institute (KMI)</i></p> <p><b>Autonomous Navigation Technology and Personnel Trainings in Russia</b> <i>Mr. Sergey Sokolov, First Vice-Rector of Admiral Makarov State University of Maritime and Inland Shipping</i> <i>Ms. Victoria Shmygovskaya, Expert, Autonomous Navigation Promotion Center, MARINET RUT</i></p> <p><b>Port-to-Port Cooperation to Promote Smart Ports and Support Developing Countries</b> <i>Dr. Ennarasu Karunesan, Ph.D (Maritime), Regional Director, International Association of Ports and Harbours (IAPH)</i></p> <p><b>Women’s Leadership and Legal Voice in Advancing Sustainable Maritime Connectivity in the Asia-Pacific Region</b> <i>Ms. Jimi John FCI Arb, President of Women’s International Shipping and Trading Association (WISTA) India</i></p> <p>Q &amp; A session</p>
<p>11:10-11:20</p>	<p>Coffee Break</p>
<p><b>SESSION 4: ENHANCING PORT-HINTERLAND CONNECTIVITY FOR LANDLOCKED DEVELOPING COUNTRIES AND PROMOTING INLAND WATERWAY TRANSPORT</b></p>	
<p>11:20-12:30</p>	<p><b>Moderator:</b> <i>Dr. Rajan Sudesh Ratna, Deputy Head and Senior Economic Affairs Officer, ESCAP Subregional Office for South and South-West Asia</i></p> <p><b>Enhancing Maritime Accessibility for Central Asia: Current Initiatives</b> <i>Mohd Jawed, Senior Project Officer (Transport), Asian Development Bank (ADB)</i></p> <p><b>Inland Waterways and Intermodal Connectivity in South and South-West Asia: Status and Challenges</b> <i>Dr. Unnikrishnan Nair Chandraserann, ESCAP Consultant</i></p> <p><b>Policy and Technological Trends in Inland Waterway Development</b> <i>Mr. Gensheng Zhao, Expert from the World Association for Waterborne Transport Infrastructure (PIANC)</i></p>



	<p><b>Promoting Inland Waterway Transport in the Mekong Region: Current Status and Future Plans</b> <i>Mr. Duc Phu Tran, Navigation Operations Specialist, Mekong River Commission (MRC)</i></p>
	Q & A session
<b>12:30-13:30</b>	<b>Lunch Break</b>
<b>SESSION 5: KEYNOTE SPEECH BY IMO</b>	
<b>13:30-14:00</b>	<p><b>Global Maritime Transport: Key Issues and Outlook from the IMO Perspective</b> <i>Mr. Jose Matheickal, Director of the Technical Cooperation and Implementation Division, International Maritime Organization (IMO)</i></p>
<b>SESSION 6: NATIONAL STRATEGY AND ACTION PLAN FOR SUSTAINABLE MARITIME TRANSPORT</b>	
<b>14:00-15:15</b>	<p><b>Moderator:</b> <i>Ms. Azhar Jaimurzina Ducrest, Chief of Transport Connectivity and Logistics Section, Transport Division, ESCAP</i> <b>Country reports:</b> India, Bhutan, Georgia</p>
<b>15:15-15:30</b>	<b>Coffee Break</b>
<b>15:30-17:00</b>	<b>Country reports:</b> Kazakhstan, Maldives, Republic of Korea, Sri Lanka
<b>17:00-17:10</b>	<b>Coffee Break</b>
<b>17:10-17:30</b>	<b>Discussions and Questions</b>
<b>17:30-18:00</b>	<p><b>Conclusion and Recommendations</b> ESCAP secretariat</p>

## 4. Event Highlights

### 4.1 Key Moments and Notable Discussions

#### Opening Ceremony

The opening session set the tone for collaboration and optimism. Mr. Weimin Rein (Director, Transport Division, UN ESCAP) spoke about the Asia Pacific region's critical role in shaping the future of global shipping, noting that over 80% of the world's trade by volume passes through regional sea routes. He underlined that while the maritime sector faces mounting pressure from fuel transition mandates, congestion and geopolitical uncertainty, the collective experience of Asia Pacific countries provides a foundation for innovation.

Mr. Vijay Kumar (Secretary, MoPSW) emphasized that India's initiatives Sagarmala, Maritime Vision 2030 and Amrit Kaal Vision 2047 are transforming Indian ports into green and smart gateways. He noted, "Our aim is not only to enhance port efficiency but to ensure that India's maritime growth translates into shared regional prosperity."

Ms. Mikiko Tanaka (ESCAP SSWA Office) reminded that sustainable maritime transport is not just an environmental imperative but also a social one, bridging livelihoods across coastal and island economies.

#### Session 1 – Current Trends and Strategic Responses

The first technical session provided a comprehensive analysis of maritime trends. Mr. Hidenobu Tokuda (UNCTAD) outlined three defining shifts: The rise of nearshoring supply chains, The surge in green fuel investments and the accelerating digitalization of port operations. He noted that the global liner capacity is expanding toward resilience rather than scale, with India and Southeast Asia emerging as manufacturing pivots.

ESCAP's Mr. Gyu Serb Kim presented data from the 2024-25 ESCAP Maritime Connectivity Report, showing that while East Asia leads in connectivity, intra-regional disparities persist. He called for data sharing frameworks between customs, ports and transport ministries.

KMI's Ms. Heeyoung Ryu discussed the region's dependence on chokepoints like the Malacca Strait and underscored the urgency of diversification through green shipping corridors and regional maritime clusters.

#### Session 2 – Regional Cooperation for Sustainable Maritime Transport

This session focused on institutional cooperation. Mr. Sooyeob Kim (ESCAP) shared ongoing progress under the Regional Action Programme (2022–26), which provides policy templates for low-carbon shipping, maritime education and decarbonisation strategies.

Dr. Rajan Sudesh Ratna (ESCAP SSWA) proposed creating a South Asia Maritime Cooperation Forum under ESCAP to coordinate green technology transfer and financing. Mr. Haji Khairul Zaman (ASEAN MTWG Chair) presented how ASEAN's common maritime data standards are reducing turnaround times by 30% across participating ports.

#### Special Session

The afternoon session highlighted global collaboration. The World Bank's Mr. Ninan Oommen Biju presented case studies from the Philippines and Indonesia, where digital port operations reduced emissions by 15% and improved turnaround by 20%. Mr. Geunsub Kim (KMI) unveiled the Asia Pacific

Sustainable Maritime Connectivity Report 2024-25, recommending six policy pillars including carbon pricing, innovation financing and workforce reskilling. Mr. Oleg Chernov (Russian Maritime Register of Shipping) presented the technical backbone of sustainability ship classification, Arctic safety and Polar Code compliance. His remarks on the Northern Sea Route as a future trade artery linking Asia and Europe drew strong interest.

### **Day 2 – Advancing Green Shipping and Digitalisation**

The second day shifted from analysis to implementation. The World Bank reiterated that digital transformation and environmental goals must advance together. Professor Paul Tae Woo Lee (Zhejiang University) showcased potential green shipping corridors linking Busan, Chennai and Colombo, illustrating emission savings of up to 40% with coordinated bunkering and port energy management. KMI's Ms. Daye Lee and Russia's Mr. Sergey Sokolov presented research on smart-port automation and autonomous ship training. Dr. Ennarasu Karunesan (IAPH) and Ms. Jimi John (WISTA India) jointly addressed inclusivity: "A sustainable maritime industry must also be a fair one where women's leadership and maritime law expertise shape the sector's growth."

### **Session 4 – Inland Waterways and LLDC Connectivity**

Moderated by Dr. Nair, this session spotlighted inland waterway reforms and multimodal logistics. Mr. Mohd Jawed (ADB) announced that inland shipping in South Asia could handle 25-30% of regional cargo if infrastructure and policy gaps are bridged. PIANC's presentation stressed sustainable dredging and navigational safety. The Mekong River Commission's Mr. Duc Phu Tran shared lessons from integrated basin planning that could apply to the Ganga-Brahmaputra corridor.

### **Session 5 – Keynote Speech by IMO**

The keynote by Mr. Jose Matheickal, Director of the Technical Cooperation and Implementation Division at the International Maritime Organization (IMO), was one of the most engaging parts of the dialogue. He spoke with clarity about where global shipping stands today caught between rising trade needs and the urgent call for decarbonisation and how countries in Asia and the Pacific will determine whether the transition succeeds.

He described the IMO 2023 GHG Strategy as a turning point, explaining that the next few years are about translating it from words to workable port and fleet policies. Rather than listing targets, he focused on how countries can build their own national action plans and link them to port energy systems, vessel efficiency and green fuel readiness.

Mr. Matheickal also spoke at length about capacity-building and technology transfer. He cited examples from the IMO's *GreenVoyage 2050* and *IMO CAREs* initiatives, where developing economies are testing low-carbon fuels, electric cargo handling and data systems to monitor energy use. He noted that India and Sri Lanka are well placed to lead regional pilots if public and private partners work together.

Equally important, he tied digitalisation to safety, reminding that automation, e-certification and remote inspections can only work if seafarers and regulators are trained for new compliance standards. "Technology without readiness," he said, "creates new risks instead of solving old ones."

The session closed on a collaborative note. Mr. Matheickal encouraged ESCAP and member countries to treat sustainability and safety as two sides of the same coin. He appreciated India's willingness to host capacity-building workshops under the IMO-ESCAP framework and urged the region to share data and results openly so that progress becomes measurable, not aspirational. The discussion left a clear

takeaway: the energy transition will only be fair and lasting if innovation is matched with skill, funding and trust.

### **Session 6 – National Strategies and Country Reports**

**This concluding technical block was among the most substantive:**

- Azerbaijan shared its 10-year maritime transport strategy emphasizing IMO convention ratifications, fleet renewal and digital port management.
- Bhutan called for multimodal access under BIMSTEC, focusing on e-customs and single-window systems.
- Georgia showcased its Port Community System (PCS) and Maritime Single Window (MSW) launched in 2024.
- India reaffirmed goals under MAKV 2047 for carbon neutrality across major ports, enhanced logistics through Sagarmala and green hydrogen initiatives.
- Iran detailed progress on the INSTC rail corridors and advocated for integrating digital customs exchanges across Central Asia.
- Maldives and Sri Lanka outlined ongoing harbour modernisation and renewable energy adoption.
- The diversity of national strategies illustrated the shared regional momentum toward climate-resilient, technology-driven maritime networks.

### **5. Communication & Media Outreach**

Press releases and coverage appeared in The Hindu Business Line, Maritime Gateway, Shipping Times, MoPSW portal and UN ESCAP’s official website.

Media partners highlighted the dialogue as a “key platform uniting regional maritime voices on decarbonisation and connectivity.”

### **6. Outcomes & Key Takeaways**

The dialogue’s outcomes mark an important step in aligning policy intent with actionable pathways. Drawing from the Sustainable Maritime Connectivity Report 2024–25, the discussions underlined that creating resilient corridors requires more than infrastructure it demands interoperable data systems, regional financing frameworks and climate-conscious design principles. Countries agreed that harmonised carbon accounting standards and integrated data platforms could accelerate green corridor readiness, ensuring that decarbonisation becomes measurable and reportable. A key insight from the report was the emphasis on blended finance mobilising private capital alongside public investment to retrofit ageing port infrastructure with low-emission technologies. Similarly, inland waterway cooperation emerged as a transformative opportunity. Experiences from the Mekong and Ganga basins showed that climate-resilient waterways can absorb up to 25% of regional cargo if managed with joint basin level planning and ecological safeguards. The dialogue also reflected a collective recognition that regional trade competitiveness will depend on digital transparency, maritime safety compliance and equitable capacity-building mechanisms ensuring that smaller economies and island nations are not left behind in the transition.

**Regional Maritime Connectivity Blueprint** – Agreement to align ESCAP’s Sustainable Maritime Connectivity Report 2026 with national transport masterplans, ensuring cross-border data compatibility.

**Green Shipping Corridors** – India, Korea and Sri Lanka volunteered to co-lead feasibility studies for pilot corridors under ESCAP’s technical assistance.

**Digital Transformation Commitments** – At least eight countries committed to implement MSW or PCS platforms by 2026.

**Climate Finance Cooperation** – The World Bank and ADB expressed readiness to explore financing models for zero-emission port retrofits and electric cargo-handling equipment.

**Technical Standards & Capacity Building** – Russian and Japanese partners to support maritime academies in India, Sri Lanka and Vietnam for MASS (Maritime Autonomous Surface Ships) training.

**Inland Waterway Development** – ADB to launch a study on corridor-based investment planning for South and Southwest Asia.

**Gender and Inclusion** – WISTA India’s proposal for a regional “Women in Maritime Leadership Network” received strong endorsement.

**Next Steps** – ESCAP will circulate a synthesis report in early 2026; India offered to host the follow-up workshop in 2026 focusing on green port transitions.

## 7. Feedback Summary

Feedback was overwhelmingly positive. Participants highlighted the dialogue’s strong balance between technical and policy perspectives. Several noted that having experts from UNCTAD, the World Bank, ADB and IMO on one platform made the discussions actionable rather than academic. Appreciation for India’s logistical organization and venue management. Positive remarks on the representation of women experts.

### Quotes from the post-event survey:

“The most useful regional forum I’ve attended in years real examples, not just policy talk.”  
“India’s leadership in combining sustainability and digital transformation sets a regional benchmark.”

## 8. Photographs & Collaterals







## 9. Conclusion

The UNESCAP Asia Pacific Regional Dialogue on Sustainable Maritime Connectivity marked a milestone in regional cooperation. Over two days, discussions moved beyond diagnosis to solutions, defining a clear path toward a green, inclusive and resilient maritime future.

For India, it underscored the nation's evolving role from a participant to a regional convener and knowledge leader in sustainable shipping. The sessions aligned strongly with the Maritime Amrit Kaal Vision 2047, reflecting India's long-term aim of achieving carbon neutrality, world-class logistics infrastructure and leadership in maritime innovation.

The dialogue reinforced that the Asia-Pacific maritime ecosystem is entering a decisive decade. The Sustainable Maritime Connectivity Report contextualises this urgency by linking environmental ambition with trade pragmatism highlighting that regional growth hinges on digitalisation, decarbonisation and cooperative governance. Participants recognised that the challenge lies not in the absence of ideas but in translating commitments into performance metrics. To that end, the dialogue encouraged the creation of an integrated monitoring framework under ESCAP, where countries can benchmark progress on emissions, logistics efficiency and green technology adoption. The exchange also revealed growing confidence among developing maritime nations in leading innovation whether through autonomous vessel training, hydrogen bunkering pilots, or regional policy alignment on sustainable port certification. In essence, the forum's outcome reflected both optimism and realism: optimism about technology's



potential and realism about the coordinated effort required to ensure that maritime connectivity becomes both sustainable and equitable in practice.

ESCAP and its member countries closed the event with an understanding that maritime sustainability cannot be achieved in silos. Data, technology and collaboration must travel together. The dialogue succeeded in transforming shared aspirations into coordinated action points building trust, understanding and a roadmap for continued cooperation.



## Blue Economy Finance & Investment Forum 1

*Venue:* NESCO, Mumbai

*Date:* 29th October 2025

### 1. Executive Summary

The *Blue Economy Finance & Investment Forum* held on 29th October 2025 at NESCO, Mumbai, brought together key policymakers, industry leaders, and financial experts to discuss pathways for financing and accelerating India's maritime transformation under the *Amrit Kaal Vision 2047* and *Maritime India Vision (MIV) 2030*.

The discussions emphasized India's ambition to double port capacity, enhance seafarer participation, develop globally competitive shipbuilding and ship-leasing ecosystems, and promote green shipping and sustainable maritime development. With participation from senior government officials, financial institutions, international partners, and industry leaders, the Forum successfully reinforced the role of finance and investment as the backbone of India's blue economy growth.

#### 1.1. About the event

The **Blue Economy Finance & Investment Forum** was organized on **29th October 2025** at **NESCO, Mumbai**, under the aegis of the **Ministry of Ports, Shipping and Waterways (MoPSW)** in collaboration with the **Directorate General of Shipping (DGS)** and the **International Financial Services Centres Authority (IFSCA)**.

The Forum served as a high-level platform to bring together **government representatives, policymakers, financial regulators, industry leaders, shipowners, investors, and international experts** to deliberate on emerging opportunities in India's **Blue Economy**. It emphasized how **finance and investment mechanisms** can accelerate sustainable maritime growth, with a strong focus on **green shipping, port-led development, shipbuilding, and ship-leasing ecosystems**.

The event's agenda was closely aligned with the national visions - *Maritime India Vision 2030* and *Amrit Kaal Vision 2047* - highlighting the government's commitment to build a **future-ready maritime ecosystem to boost Indian maritime sector**. The deliberations explored reforms that would enable India to become a global hub for **ship ownership, ship financing, and maritime innovation**, driven by the enabling environment of **GIFT City** as an international financial services hub.

Through insightful keynote addresses, technical sessions, and a high-impact panel discussion, the Forum fostered collaboration across the public and private sectors to ensure that India's maritime transformation is both **financially sustainable and globally competitive**.

#### 1.2. Event Highlights:

**Title:** Blue Economy Finance & Investment Forum

**Date:** 29th October 2025

**Venue:** NESCO, Mumbai

**Organized by:** Ministry of Ports, Shipping & Waterways (MoPSW), Directorate General of Shipping (DGS), and International Financial Services Centres Authority (IFSCA)

### Participants:

1. Shri Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways
2. Shri Anantha Nageswaran, Chief Economic Advisor to the Government of India
3. Shri. Shyam Jagannathan, Director General of Shipping, Ministry of Ports, Shipping and Waterways
4. Shri R. Lakshman, Joint Secretary Ministry of Ports, Shipping and Waterways
5. Shri K. Rajaraman, Chairperson, IFSCA
6. Smt. Irene Cynthia, Managing Director of Kamarajar Port Limited
7. Shri. Ashutosh Sharma, Chief General Manager, IFSCA
8. Dr Dipesh Shah, Executive Director, IFSCA
9. Shri Ludovic Renou, Head of Agencies Network, CMA CGM
10. Shri Karan Kochhar, Managing Director, Maersk India
11. Shri Abhishek Pandey, Global Head of Shipping Finance, Standard Chartered Bank

**Total Sessions:** Inaugural Session, Technical Round, and Panel Discussion

### Audience Profile:

Senior officials from MoPSW, DGS, IFSCA, leading shipping companies, ship financiers, and international investors attended the event.

### Engagement Metrics:

The event recorded significant participation, with dynamic discussions on blue finance, green shipping, port modernization, and investment facilitation through GIFT City.

## 2. Objectives of the Event

- To explore financing mechanisms supporting India's blue economy.
- To highlight investment opportunities in ports, shipping, and shipbuilding under *Maritime India Vision 2030*.
- To discuss policy reforms under *Amrit Kaal Vision 2047* for doubling port capacity and improving global competitiveness.
- To showcase GIFT City as an emerging international maritime finance hub.
- To encourage collaboration between government, financial institutions, and private players for sustainable maritime development.

### 2.1. Alignment with National Visions:

The Forum aligns with *Maritime India Vision 2030* and *Amrit Kaal Vision 2047*, emphasizing India's maritime growth, sustainability, and integration with global value chains.

## 3. Event Schedule Snapshot



Start Time	End Time	Session	Speaker / Activity
10:00 AM	10:10 AM	Inaugural Session	Shri R. Lakshman
10:10 AM	10:20 AM	Special Address	Shri K. Rajaraman
10:20 AM	10:35 AM	Special Address	Shri Anantha Nageswaran
11:35 AM	11:55 AM	Special Address	Shri Vijay Kumar
11:55 AM	12:00 PM	Thank You Note	Smt. Irene Cynthia
12:00 PM	12:15 PM	Technical Presentation	Dr. Dipesh Shah
12:15 PM	01:15 PM	Panel Discussion	Developing Local Capabilities for Global Opportunities: Building a Ship Ownership, Flagging, and Leasing Hub in IFSC for Strategic Investments

#### 4. Event Highlights

##### Special Address – Secretary, MoPSW

The Secretary underlined that innovation and financial inclusion are crucial for India's *Blue Economy*.

He noted that ship ownership and leasing reforms will accelerate *Viksit Bharat* objectives.

By 2047, India aims to be among the **Top 5 nations** in Blue Economy, supported by an investment pipeline of 70000\_crore for infrastructure development and new financing options, reduce interest costs, and ease access to credit.

##### Inaugural Session

Shri **R. Lakshman** opened the session emphasizing the significance of *Amrit Kaal Vision 2047*, which will mark India's 100th year of independence. He highlighted three key maritime priorities under this vision:

1. **Doubling Port Capacity** – India, with 12 major and 217 minor ports, aims to significantly expand capacity and enhance efficiency.
2. **Enhancing Seafarer Strength** – The number of Indian seafarers is projected to increase by 150%, marking one of India's major successes.
3. **Making Indian Ports Globally Top-Ranked** – Through technological advancements and cost efficiency, India seeks to make its ports among the most competitive in the world.

He stressed the government's proactive role through initiatives like:

- Overhaul of the maritime legislative framework with the upcoming **Merchant Shipping Act 2025** and **Coastal Shipping Act 2025**.
- Development of **GIFT City** as a cost-efficient, globally competitive ecosystem with over 30 new ships leased through it.



- Launch of **Maritime Equity Funds** supported by IFSCA and banks, introducing new credit and lending solutions.
- Projects such as **Sagarmala** and **Gati Shakti** promoting sustainable, technologically advanced maritime infrastructure.

### Special Address – Shri Rajaraman

Shri Raman noted that India's trade volume reached **USD 1.7 billion** last year, positioning logistics and maritime infrastructure as the "engine of *Viksit Bharat*."

He outlined India's economic share: **4% of global GDP, 16% of population, and 1.8% of global flagged vessels.**

He stressed the importance of **green shipbuilding** and **electronic component development** for sustainable maritime growth, estimating a requirement of **USD 250–350 billion in investments** to strengthen the ecosystem.

### Four Pillars for Maritime Transformation:

1. **Reform Replacement** – Overhauling legal frameworks for easier navigation of maritime regulations.
2. **Infrastructure and Investment** – Building modern, sustainable port infrastructure and promoting investments in shipbuilding, port connectivity, and logistics.
3. **Technology Development** – Focusing on ship design, indigenous innovation, and digitalization.
4. **Ease of Doing Business** – Improved infrastructure, policy support, and investor-friendly norms.

### Keynote Address – Shri Anant Nageshwaran

Dr. Nageshwaran emphasized that India's GDP growth remains resilient, supported by controlled inflation, increased money supply, and reduced repo rates.

Fiscal measures such as **direct tax relief** and **GST rationalization (2025)** have positively influenced growth by over 7%.

Key achievements highlighted include:

1. **India's logistics performance ranking** improved to **38th position** globally as per the **World Bank Logistics Performance Index (2023)**.
2. **India's Trading Across Borders ranking** improved from **71st to 41st**, reflecting progress in port efficiency and trade facilitation.
3. **Major port handling capacity** increased to **1,630 million metric tonnes per annum (MTPA)**.
4. **₹25,000 crore** allocated to **Maritime Funds** with enhanced budgetary support.
5. **Uniform operational standards** are being implemented across all ports to ensure holistic development.

He concluded that India's demographic advantage (median age: 28 years) will drive its maritime and economic expansion, while improved sovereign ratings from **BBB– to BBB+** by

Japan, while rating upgraded from **BBB- to BBB** by S&P Global Ratings in August 2025 and others reflect rising investor confidence.

### Technical Session – Dr. Dipesh Shah

Dr. Shah, who played a key role in operationalizing India's first smart city, discussed how **GIFT City** has evolved into India's *first onshore international financial services center*. He highlighted:

- 100% FDI allowance and **10-year tax exemption** for foreign investors.
- GIFT City's positioning as a maritime financing and ship-leasing hub for international investors.
- The facilitation of ship registration, chartering, and leasing, creating a complete maritime financing ecosystem within India.

### Panel Discussion

**Theme:** *Developing Local Capabilities for Global Opportunities – Building a Ship Ownership, Flagging & Leasing Hub in IFSC for Strategic Investment*

#### Panelists:

- Shri Ashutosh Sharma, CGM, IFSCA [Moderator]
- Shri Shyam Jagannathan, DG, DGS
- Mr. Ludovic Renou, Head of Agencies Network, CMA CGM
- Shri Karan Kochhar – MD, Maersk India
- Shri Abhishek Pandey – Global Head of Shipping Finance, Standard Chartered Bank

The panel focused on leveraging **GIFT-IFSCA** as a global maritime hub, addressing ship registration, financing, and crew management within India.

Key takeaways included:

- Complete transformation of legislative framework ( Merchant Shipping Act 2025, Coastal Shipping Act 2025, ) to ease ship ownership and reflagging.
- Online chartering and registry through **digital integration**. Development of a **chartering and leasing platform** for non-conventional vessels.
- 30% investment earmarked for ship recycling and green vessel initiatives.
- Creation of **500 new cadet opportunities** globally and domestically.
- GIFT City positioned as a *one-stop solution* for ship leasing, crew management, registry, bunkering, and maintenance.

During discussions, questions were raised regarding *foreign flagging of Indian vessels without entering Indian waters*. Officials clarified that **digital-first registration and mortgage mechanisms** now enable flexibility while maintaining compliance with IMO standards.

### Panel Discussion: Building a Resilient Blue Economy through Policy, Investment, and Innovation



Shri Shyam Jagannathan, *Director General of Shipping*, spoke about India's evolving maritime legislative framework and its role in creating a globally competitive and investor-friendly ecosystem. He highlighted that the introduction of the Merchant Shipping Act (MSA), 2025 and the Coastal Shipping Act (CSA), 2025 represents a major reform milestone—providing legal clarity, operational flexibility, and improved ease of doing business for both domestic and foreign stakeholders.

He emphasized that these acts have been instrumental in liberalizing foreign participation, with provisions allowing 100% Foreign Direct Investment (FDI) in ship ownership, leasing, and related maritime activities. This policy shift positions India as a favorable hub for ship registration, chartering, and leasing, thereby strengthening its global maritime standing.

Shri Jagannathan also underscored the importance of regulatory modernization to attract long-term capital, encourage shipbuilding, and expand India's presence in international shipping markets. He reiterated that these reforms, coupled with digital governance and green initiatives, form the backbone of India's vision to become a leading player in the global Blue Economy by 2047.

### 5. Outcomes & Key Takeaways

- Reinforced India's commitment to sustainable and green maritime growth.
- Recognition of GIFT City as a key enabler for ship leasing and international financing.
- Clear roadmap under *Amrit Kaal Vision 2047* for doubling port capacity and enhancing global competitiveness.
- Policy reforms and digital frameworks identified as catalysts for ease of doing business.
- Strong investor interest in India's shipbuilding, leasing, and blue finance ecosystem.

### 6. Feedback Summary

Participants appreciated the government's proactive reforms, integration of finance and technology in maritime operations, and the forward-looking approach of MoPSW and IFSCA. Suggestions included:

- Continuous stakeholder consultations for smooth implementation of new Acts.
- Enhanced global outreach to attract foreign ship owners to GIFT City.
- Capacity-building programs for maritime professionals to match upcoming demand.

### 7. Conclusion

The *Blue Economy Finance & Investment Forum 2025* successfully brought together policymakers, financiers, and industry leaders to chart a collaborative roadmap for India's maritime advancement. The focus on financial innovation, ship-leasing reforms, and sustainability underscored India's readiness to emerge as a global maritime power by 2047.

The Directorate General of Shipping, in collaboration with IFSCA and MoPSW, will continue fostering partnerships, policy support, and capacity development to strengthen India's maritime ecosystem.

## Post Event Report: India Maritime Week 2025

### Blue Economy Finance and Investment Forum (Session 4 & 5)

Venue: Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.

## 1. Executive Summary

### 1.1. About the event:

The event brought together senior representatives from leading banks, global investors, policymakers and industry executives to explore innovative financing mechanisms—including blended capital, blue bonds and global investment strategies—to unlock strategic capital for the maritime sector. In Session 4: “Blending Capital for Maritime Impact: Catalyzing the Sector at Scale and Pace”, participants will examine how blended finance structures can accelerate maritime-infrastructure investment, expand shipping and port capacity, and deliver climate-smart outcomes. In Session 5: “Building a Strategic Alliance for Harnessing Maritime Financing in India”, the focus shifts to forging cross-sector collaboration and establishing India as a premier destination for maritime finance and innovation—bringing together public and private partners to co-design the next wave of growth in the maritime ecosystem.

### 1.2. Event Highlights:

Panel 1 Speakers	<p><b>Moderator:</b> <b>Mr. Andrew Johnstone</b> Climate Fund Managers</p> <p><b>Panelists:</b> <b>Hon. Iipumbu Shiimi</b> Namibia</p> <p><b>Mr. Michael Steidl</b> EIB</p> <p><b>Mr. Nils Ansgar Skogstad</b> Clarksons Securities</p> <p><b>Mr. D Muthukumaran</b> Adani Ports</p> <p><b>Mr. Tarun Gulati</b> eShipfinance</p>
Panel 2 Speakers	<b>Moderator:</b>

	<p><b>Mr. Sebastiaan Surie</b> Climate Fund Managers</p> <p><b>Panelists:</b> <b>Dr. Andile Sangqu</b> TransNet</p> <p><b>Mr. Ajay Chaudhry</b> Synergy Marine Group</p> <p><b>Mr. Nigel Bowen-Morris</b> Stephensen Harwood</p> <p><b>Mr. Achille Sobry</b> Port of Antwerp-Bruges</p>
Organizer	International Financial Service Authority Centre
Venue	Hall No. 4, Bombay Exhibition Centre, Goregaon, Mumbai.
Date	29 <sup>th</sup> October, 2025.
Total Session	<p>2 Sessions</p> <p>4<sup>th</sup> Session: - Blending Capital for Maritime Impact: Catalyzing the Sector at Scale and Pace.</p> <p>5<sup>th</sup> Session: - Building a Strategic Alliance for Harnessing Maritime Financing in India.</p>

Approx. 80 participants attended, including senior officials from ports, logistics companies and research institutions. The audience represented a balanced mix of government, private sector, and international delegates.

## 2. Objectives of the Event

- 2.1. Participants examined how blended finance structures can accelerate maritime-infrastructure investment, expand shipping and port capacity, and deliver climate-smart outcomes.
- 2.2. The focus shifts to forging cross-sector collaboration and establishing India as a premier destination for maritime finance and innovation—bringing together public and private partners to co-design the next wave of growth in the maritime ecosystem.
- 2.3. To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.

### 3. Event Schedule Snapshot

Time	Agenda	Details
1: 30 - 1: 40	Welcome Address	Welcome Speech by the Host.
1: 40 - 2: 30	<b>Panel Discussion 4:</b> Blending Capital for Maritime Impact: Catalyzing the Sector at Scale and Pace	<p><b>Moderator:</b> <b>Mr. Andrew Johnstone</b> Climate Fund Managers</p> <p><b>Panelists:</b> <b>Hon. lipumbu Shiimi</b> Namibia</p> <p><b>Mr. Michael Steidl</b> EIB</p> <p><b>Mr. Nils Ansgar Skogstad</b> Clarksons Securities</p> <p><b>Mr. D Muthukumaran</b> Adani Ports</p> <p><b>Mr. Tarun Gulati</b> eShipfinance</p>
2: 30 – 3: 15	<b>Panel Discussion 5:</b> Building a Strategic Alliance for Harnessing Maritime Financing in India	<p><b>Moderator:</b> <b>Mr. Sebastiaan Surie</b> Climate Fund Managers</p> <p><b>Panelists:</b> <b>Dr. Andile Sangqu</b> TransNet</p> <p><b>Mr. Ajay Chaudhry</b> Synergy Marine Group</p> <p><b>Mr. Nigel Bowen-Morris</b> Stephensen Harwood</p> <p><b>Mr. Achille Sobry</b> Port of Antwerp-Bruges</p>

### 4. Event Highlights

This session focused on leveraging *blended finance*, the strategic combination of public and private capital, to unlock investment in the maritime sector, especially in green infrastructure, port expansion, and sustainable shipping.

- **Namibia's Perspective:** Namibia is advancing green ammonia production and collaborating with the Climate Fund Manager on sustainable maritime development.
- **Blended Finance Concept:** Combining concessional and commercial capital reduces risk and improves returns for investors.
- **Capital Cost & Coordination:** The cost of capital remains a critical factor, with coordination between public and private entities essential for project success.
- **Institutional Collaboration:** Adani Ports emphasized the role of blended capital in scaling infrastructure and managing large projects.
- **Banking Approach:** European banks apply blended models to support eco-aligned policies and loan structures with guarantees from the EU.
- **Market & Equity Mix:** Risk capital is layered with equity participation to balance financing and project risk.
- **Technological Dimension:** Innovation, digitization, and risk-sharing mechanisms were recognized as key to accelerating growth.

This session 5 explored how *strategic alliances and institutional partnerships* can make India a global maritime finance hub by linking innovation, digital transformation, and blended financial systems.

- **Public-Private Collaboration:** Partnerships defined by capability exchange, innovation sharing, and co-financing were emphasized.
- **India's Reflection Point:** India is transitioning from infrastructure-driven growth to digital and sustainable transformation.
- **Operational Transformation:** The focus was on digitization, multimodal connectivity, and efficiency through integrated systems.
- **Sustainability & Financing:** Blended financing models were seen as essential to achieving India's maritime ambitions in offshore wind, green vessels, and modern port logistics.
- **Global Partnerships:** Encouraged bridge-building between nations, fostering collaboration in research, technology, and sustainability.
- **Green Shipping Transition:** Debate on defining "green vessels" — noting gaps in global standards, financing challenges, and the need for retrofitting existing fleets.

## 5. Communication & Media Outreach

It was having a live YouTube Session of which the link shall be attached as follows: -

<https://www.youtube.com/live/h2I-VvQQa0s?si=gCrqBtIVVxhLsKY->

## 6. Outcomes & Key Takeaways



Session 4 Key Takeaways:

1. Blended finance effectively bridges risk between private and public sectors.
2. Coordinated frameworks ensure better capital flow and lower project risk.
3. Sustainability-linked funding is gaining traction, especially in port and shipping modernization.
4. Partnerships across nations (e.g., Namibia-India collaboration) highlight a global financing ecosystem for maritime decarbonization.

Session 5 Key Takeaways:

1. India is positioning itself as a **maritime finance hub** through policy reforms and partnerships.
2. The sector must align **capability with ambition** – combining financial innovation with sustainable maritime growth.
3. Institutional collaboration is key to scaling blended finance initiatives.
4. Bridging international cooperation will accelerate technology transfer and green infrastructure.

## 7. Conclusion

The session 4 showcased the **richness and diversity of blended finance** as a tool for scaling maritime investments. It underlined how such models attract private capital while ensuring public good through sustainable outcomes.

And session 5 underscored the importance of strategic alliances in shaping India's maritime financing landscape. It highlighted India's readiness to blend financial innovation with sustainability goals, creating an ecosystem where **capability meets ambition**.

## Post Event Report: India Maritime Week 2025

### Blue Economy Finance and Investment Forum 2 (Session 6 & 7)

Venue: Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.

## 1. Executive Summary

### 1.1. About the event:

India Maritime Week 2025 will feature a high-impact series of sessions dedicated to **maritime financing and ecosystem development**, bringing together key stakeholders from government, finance, and industry. The day's program will open with a **keynote address by Shri Rajkiran Rai G, Managing Director, National Bank for Financing Infrastructure and Development (NaBFID)**, setting the tone for discussions on **ship leasing, ownership models, and strategic investments** to strengthen India's maritime infrastructure. The Special Session on "**Blue Economy Finance and Investment Forum – Lending and Credit Solutions**" was held on **October 29, 2025, from 2:00 PM to 3:30 PM** at the Indian Ocean Hall, Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai.

### 1.2. Event Highlights:

Keynote Speaker	<b>Shri K.V. Rajkiran Rai G</b> Ex-MD&CEO Union Bank, ED OBC, Chairman IBA
Strategic Partner	National Bank for Financing Infrastructure and Development (NaBFID)
Venue	Indian Ocean Hall, Hall No. 4, Bombay Exhibition Center, Goregaon, Mumbai.
Date	29 <sup>th</sup> October 2025

Approx. 80 participants attended, including senior officials from MoPSW, port authorities, logistics companies and research institutions. The audience represented a balanced mix of government, private sector, and international delegates.

## 2. Objectives of the Event

- 2.1. The sessions will focus on innovative financing mechanisms—including blended capital, blue bonds, and global investment strategies—aimed at unlocking strategic capital, fostering cross-sector collaboration, and positioning India as a global hub for maritime finance and innovation.
- 2.2. To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.

## 3. Event Schedule Snapshot

Start Time	End Time	Session & Brief of Discussions
2:00 PM	2:05 PM	Welcome address by Anchor; introduction of theme, strategic partner, and audience composition (policy makers, investors, port authorities, ship owners, multilateral institutions, lenders)
2:05 PM	2:10 PM	Introduction of Keynote Speaker
2:10 PM	2:35 PM	<b>Keynote Address: “Maritime Financing – Unlocking ₹80 Lakh Cr Opportunity for Maritime India Vision 2030 &amp; Amritkaal 2047”</b>

## 4. Event Highlights:

The Session was marked by key highlights as below:

- Strategic confluence of government, industry, and finance leaders to roadmap capital flows into maritime infra.
- Keynote by Shri K.V. Rajkiran Rai G (40+ yrs banking experience; ex-MD&CEO Union Bank, ED OBC, Chairman IBA):
  - Positioned maritime as next transformational sector after highways & renewables.
  - Quantified ₹80 Lakh Cr opportunity (₹50 Lakh Cr debt + ₹30 Lakh Cr equity) over 20 yrs.
  - **Four thematic pillars:** Green next-gen ports, maritime clusters, shipbuilding/repair, coastal & IWT modal shift.
  - **Challenges flagged:** Connectivity, tech upgradation, high capex, skilling, borrowing cost, aging fleet, import dependence.
  - **Govt handholding:** Sagarmala NBFC, Maritime Development Fund (₹25K Cr), interest subvention (₹5K Cr), shipbuilding assistance (₹24.7K Cr), ship-breaking credit (₹4K Cr).



- **NaBFID value-add:** 30-yr loans, syndication (₹2.6 Lakh Cr sanction book), PCE for insurance/pension funds, GIFT City equity structures, co-lending.
- **Vision:** India in global top-5 shipbuilders, 8 mega clusters, cruise tourism hub, green & digital maritime ecosystem.

### 5. Outcomes & Key Takeaways:

- Maritime sector identified as high multiplier infra play critical for \$30 Tn economy, logistics cost reduction, and 2047 Viksit Bharat vision.
- ₹80 Lakh Cr investment pipeline established; debt-equity mix requires innovative structures (AIF, PCE, GIFT City, blended finance).
- **Policy enablers:** Interest subvention, Sagarmala NBFC, Maritime Development Fund to bridge initial viability gap and lower borrowing cost vs. China/Korea/Japan.
- NaBFID to lead syndication, sector-specialized long-term lending (up to 30 yrs), and PCE to unlock insurance/pension capital into infra bonds.
- Cluster-led ecosystem approach (ports + MSMEs + skilling) essential for shipbuilding competitiveness and import substitution.
- Green & digital focus from Day-1 to attract ESG capital and position India as preferred cruise & transshipment hub.
- **Way Forward:** Stakeholders to co-develop transaction structures, tie-ups with global tech providers, and skill institutions to capture demographic dividend and create millions of maritime jobs.

### 6. Conclusion

The session highlighted India's vast ₹80 lakh crore maritime investment opportunity over the next two decades, positioning the sector as a key driver for Viksit Bharat 2047. Shri Rajkiran Rai G emphasized the need for innovative financing models and policy enablers like the Sagarmala NBFC and Maritime Development Fund to attract global capital. With NaBFID leading long-term lending and syndication, the focus is on building a green, digital, and cluster-led maritime ecosystem that enhances competitiveness, reduces logistics costs, and positions India among the top global maritime nations.



**India–Denmark 6<sup>th</sup> Joint Working Group Meeting**

**India Maritime Week 2025**

**Venue: NESCO, Mumbai**

**Date: 29<sup>th</sup> Oct'2025**

**Time: 10:00 am – 12:00 pm**

**1. Executive Summary**

The 6<sup>th</sup> Joint Working Group (JWG) between India and Denmark continues to function as a key institutional mechanism under the India-Denmark Green Strategic Partnership, aimed at deepening sectoral cooperation and ensuring systematic monitoring of progress across identified areas. Over successive meetings, the JWG has strengthened frameworks for collaboration and enhanced engagement between the two countries, particularly in advancing sustainable maritime initiatives.

The present meeting marked an important milestone in this collaborative journey. Having progressed from conceptual discussions to the implementation of concrete actions and pilot projects, both sides reaffirmed their shared commitment to operationalizing green and sustainable maritime solutions. The deliberations held during this session reflected the growing maturity of the partnership and underscored the intent to translate policy objectives into measurable outcomes within clearly defined timelines.

**1.1 About the Event**

The session was co-chaired by **Shri Rajesh Kumar Sinha, *Special Secretary (Ports & Shipping), Ministry of Ports, Shipping and Waterways (MoPSW), Government of India***, and senior Danish officials from the **Danish Maritime Authority, Ministry of Industry, Business and Financial Affairs, Denmark**, along with representatives from the **Royal Embassy of Denmark, Ministry of Foreign Affairs of Denmark**.

The meeting witnessed participation from senior officials of both sides, reflecting the shared commitment of **India and Denmark** to strengthen bilateral cooperation in the maritime domain, promote sustainable shipping,

and enhance collaboration under the framework of the **International Maritime Organisation (IMO)**.

**List of Delegates from India**

<b>Sr. No.</b>	<b>Name</b>	<b>Designation</b>
1	Shri. Rajesh Kumar Sinha	Special Secretary, MoPSW
2	Shri. Mukesh Mangal	Joint Secretary, MoPSW
3	Shri. Mandeep Singh Randhawa	Director (MA) MoPSW
4	Shri. Vipul Singhal	Director (Intl. Coop.) Ship Building and Repair, MoPSW
5	Shri. Senthil Kumar	Principal Officer, MMD, Kochi
6	Shri. Mahesh Korade	E & SS cum DDG (Tech.)

**List of Delegates from Denmark**

<b>Sr. No.</b>	<b>Name</b>	<b>Designation</b>
1	Shri Brain Adrian Wessel	Director General of the Danish Maritime Authority
2	Shri Rasmus Abildgaard Kristensen	H.E Ambassador
3	Shri Martin Riis Hansen	Director, Danish Maritime Authority
4	Shri Svend Ehrenreich Thomsen	Head of Section, Danish Maritime Authority
5	Smt. Josefine Pallesen	Maritime Counsellor, Royal Embassy of Denmark



6	Smt. Sophie Klinte Sundin	Analyst, Royal Embassy of Denmark
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## **1.2 Attendees and Audience Profile**

The event was attended by senior officials from the **Ministry of Ports, Shipping and Waterways (MoPSW)** and the **Directorate General of Shipping, Government of India**, along with a high-level delegation from the **Danish Maritime Authority**, and representatives from the **Royal Embassy of Denmark, Ministry of Foreign Affairs of Denmark**.

## **2. Objectives of the Event**

### **2.1 Primary Objectives**

The India-Denmark Joint Working Group (JWG) on Maritime Cooperation has been established under the framework of the **India–Denmark Green Strategic Partnership** with the overarching aim of promoting sustainable, secure, and environmentally responsible maritime development. The primary objectives of the JWG are as follows:

- a. **To facilitate policy dialogue and institutional cooperation** between maritime authorities of both countries, including the Directorate General of Shipping (India) and the Danish Maritime Authority, on areas of mutual interest.
- b. **To promote green and sustainable shipping**, including the operationalization of **Green Maritime Corridors**, adoption of **clean fuels**, and implementation of technologies that contribute to decarbonization of the maritime sector.
- c. **To strengthen cooperation in shipbuilding, ship repair, and ship recycling**, through knowledge exchange, joint research, and the development of enabling frameworks supporting India’s shipbuilding and maritime infrastructure initiatives.



- d. **To enhance collaboration on maritime safety, seafarer welfare, and port state control**, ensuring alignment with international conventions and best practices.
- e. **To support innovation, R&D, and capacity building** through Centres of Excellence, skill development initiatives, and the exchange of technical expertise between industry and academic stakeholders.
- f. **To preserve and promote maritime heritage and historical linkages**, including through joint efforts in marine archaeology, museum partnerships, and exhibition exchanges.
- g. **To serve as a monitoring and coordination mechanism** for assessing progress, resolving operational challenges, and guiding the implementation of identified bilateral maritime projects.

## **2.2 Specific Focus Areas and Expected Outcomes**

The Joint Working Group continues to advance cooperation between India and Denmark under the framework of the Green Strategic Partnership, with an emphasis on sustainable, inclusive, and technology-driven growth in the maritime domain. The discussions focused on key thematic areas, with both sides outlining progress achieved and identifying broad directions for future collaboration.

### **1. Green and Sustainable Shipping**

The Group reviewed ongoing initiatives aimed at promoting environmentally responsible shipping practices and enhancing institutional collaboration. Both sides reaffirmed their commitment to advancing joint work under the Centre of Excellence on Green Shipping and exploring further avenues for knowledge exchange, capacity building, and pilot activities in this area.

### **2. Green Maritime Corridors**

Participants discussed the evolving work on establishing Green Maritime Corridors between India and Denmark, including preparatory activities, technical assessments, and identification of suitable port linkages. It was agreed that both sides would continue coordinated efforts to take this initiative forward in a phased manner

### **3. Maritime Industry Cooperation**

The meeting provided an opportunity to exchange updates on recent policy measures, reforms, and developments in the maritime and shipbuilding sectors. Both sides explored potential areas for collaboration in advancing sustainable solutions and supporting innovation across the maritime value chain.



#### **4. Sustainable Fuels and Emerging Technologies**

Discussions highlighted the importance of green fuels, digitalization, and energy efficiency in supporting the global transition towards decarbonized shipping. Opportunities for future cooperation in research, technology exchange, and industry engagement were noted.

#### **5. Maritime Heritage and Cultural Collaboration**

The Group reviewed ongoing efforts to promote maritime heritage and cultural exchange, including through museum collaborations and archival exchanges. Both sides expressed interest in deepening cooperation to showcase shared maritime history.

### **2.3 Alignment with Maritime Vision– MIV 2030 N MAKV 2047**

The initiatives discussed under the India-Denmark Joint Working Group (JWG) on Maritime Cooperation are closely aligned with India’s long-term maritime development strategies - **Maritime India Vision (MIV) 2030** and the **Maritime Amrit Kaal Vision (MAKV) 2047**. Both frameworks emphasize sustainability, innovation, and global partnerships as key drivers for the sector’s transformation.

The ongoing collaboration with Denmark on **green shipping, decarbonization, and technological advancement** directly contributes to the MIV 2030 goals of enhancing port efficiency, promoting clean energy adoption, and building resilient maritime infrastructure.

Further, the focus on **Green Maritime Corridors, capacity building, and research cooperation** aligns with the aspirational objectives of the MAKV 2047, which envisions India as a leading global maritime nation built on the pillars of sustainability, digitalization, and international cooperation.

Through this partnership, both sides reaffirm their shared commitment to shaping a maritime future that is **green, inclusive, and innovation-led**, while contributing to regional and global maritime decarbonization efforts.

### **3. Event Schedule Snapshot**

Item No.	Time	Duration	Activity/Remarks
2901	10:00 - 10:05	5	Assembling of participants from both sides & Introduction
2902	10:05 - 10:15	10	Opening Remarks by Indian Co- Chair



			Opening Remarks by Danish Co-Chair
2903	10:15 - 11:45	90	<p>Discussion on Agenda Points:</p> <p>Agenda 1: Progress report of Centre of Excellence on Green Shipping by the SG who will also apprise of the workplan for Q4 2025 and all of 2026 by Denmark</p> <p>Agenda 2 : Operationalization of green maritime corridors with Indian Ports and appointment of workstream leads for the pre-feasibility study of Green Corridors. Way forward to be presented by Denmark side.</p> <p>Agenda 3: Discussion on the recently approved schemes for the shipbuilding sector as well as the recently enacted laws by India.</p> <p>Agenda 4</p> <p>Denmark side to present opportunities for advancing sustainable solutions and green fuels for the maritime sector</p>



			<p>Agenda 5</p> <p>Finalizing artefacts to be displayed in Gallery No. 11 Arrival of Europeans and discussing the modalities of exchange</p>
2904	11:45 - 11:50	5	Vote of Thanks
2905	11:50 - 12:00	10	Conclusion of the Meeting and Photographs

**4. Event Highlights**

The relevant discussion points of the agendas are listed below:

**Agenda 1**

**Progress report of Centre of Excellence on Green Shipping by the SG who will also apprise of the workplan for Q4 2025 and all of 2026 by Denmark. (Lead by Denmark).**

The Centre has emerged as a key technical platform for promoting green transition across ports, shipyards, and shipping companies. Denmark outlined the forthcoming Workplan for Q4 2025 and 2026, which will emphasize R&D on low- and zero-emission fuels, capacity-building, knowledge sharing on Green Corridors, and collaboration aligned with IMO and India's Vision 2047. Both sides agreed to enhance technical coordination. India reaffirmed commitment to align future projects with domestic port decarbonization initiatives. Denmark has assured to assist in capacity-building modules.

**Agenda 2**



**Operationalization of green maritime corridors with Indian Ports and appointment of workstream leads for the pre-feasibility study of Green Corridors. Way forward to be presented by Denmark side. (Lead by Denmark)**

Denmark presented the roadmap for operationalizing Green Maritime Corridors with Indian ports, including feasibility assessments and port readiness evaluations. Workstream leads to be appointed to initiate pre-feasibility studies focused on route decarbonization and energy sourcing. India conveyed readiness to cooperate and align with the Centre of Excellence. Workstream Leads to be nominated. Both sides agreed to review progress.

### **Agenda 3**

**Discussion on the recently approved schemes for the shipbuilding sector as well as the recently enacted laws by India. (Lead by India: Director MA & Director SBR)**

India presented major initiatives to revitalize shipbuilding, including the National Shipbuilding Mission, Maritime Development Fund, and Shipbuilding Revitalization Scheme. India also highlighted the new Merchant Shipping Act, 2025 and Coastal Shipping Act, 2025 aimed at modernizing maritime governance. Denmark welcomed India's shipbuilding initiatives and offered collaboration in ship design and technology sharing. India invited Denmark's technical comments on the Rules being framed under the Merchant Shipping Act, 2025.

### **Agenda 4**

**Denmark side to present opportunities for advancing sustainable solutions and green fuels for the maritime sector (Lead by Denmark)**

Opportunities for adopting green fuels such as methanol and ammonia, emphasizing collaboration on sustainable shipping was presented. It was proposed enhanced cooperation on addressing substandard vessels and shadow fleets. India reaffirmed its risk-based inspection regime and commitment to maritime safety. Continued cooperation on seafarer safety, green fuel trials, and sustainable shipping enforcement was assured.

## **Agenda 5**

### **Finalizing artefacts to be displayed in Gallery No. 11 Arrival of Europeans and discussing the modalities of exchange (Lead by India)**

India briefed on progress in the National Maritime Heritage Complex (Lothal). Denmark proposed displaying artefacts from joint marine archaeological excavations and supporting replica ship models for Gallery 11.

Both sides agreed to finalize artefact details and exchange modalities. Continued cooperation under the NMHC partnership, with Denmark contributing artefacts and exhibition design expertise.

## **5. Feedback Summary**

The Danish delegates appreciated India's reform momentum but requested faster implementation and enhanced regulatory clarity. Indian delegates recognized Danish leadership in digital port ecosystems and green **innovation**, viewing them as essential enablers for achieving **Amrit Kaal Vision 2047**.

## **6. Photographs & Collaterals**







### **Conclusion**

Both sides reaffirmed their commitment to strengthening cooperation under the India - Denmark Green Strategic Partnership, particularly in the areas of green shipping, shipbuilding, port decarbonization, and maritime heritage. India invited Denmark's continued participation in capacity-building and policy consultations.



**Denmark Country Session: Maritime Efficiency & Regulatory Cooperation**

**Venue:** NESCO, Mumbai

**Date:** 29<sup>th</sup> October 2025

**1. Executive Summary**

The Denmark Country Session was held as part of the **India Maritime Week 2025** at NESCO, Mumbai, focusing on Maritime Efficiency, Regulatory Cooperation, and Green Shipping Partnerships between India and Denmark.

The session served as a bilateral platform to strengthen the Indo-Danish maritime partnership through dialogues on green fuels, shipbuilding innovation, vessel optimization, and logistics infrastructure. Senior government officials, industry leaders, and Danish representatives explored actionable pathways to align Denmark’s advanced maritime practices with India’s **Amrit Kaal Vision 2047** and **Maritime India Vision (MIV) 2030**.

The discussions reinforced the shared commitment to a sustainable, low-carbon, and innovation-driven maritime ecosystem, emphasizing collaboration in ship design, hydrogen technologies, and digital port operations.

**1.1 About the Event**

The session was jointly organized by the Ministry of Ports, Shipping & Waterways (MoPSW) and the Royal Danish Embassy, in collaboration with the Directorate General of Shipping (DGS) and Maersk. It aimed to deepen strategic engagement in the maritime domain through policy dialogue, technological cooperation, and knowledge exchange on green shipping and efficiency frameworks.

**1.2 Event Highlights**

<b>Category</b>	<b>Name / Organization</b>
<b>Chief Guest</b>	Shri Shyam Jagannathan, Director General of Shipping, Government of India
<b>Industry Representatives</b>	Mr. Christopher Cook, Managing Director - India, Bangladesh & Sri Lanka, Maersk; Mr. Paras Pal, System Architect, L&T Shipbuilder
<b>International Delegation</b>	Mr. Brian Adrian Wessel, Director General, Danish Maritime Authority; Mr. Rasmus Abildgaard Kristensen, H.E Ambassador Danish Maritime Authority, Danish Battery Institute (DBI), GreenVoyage2050 Representatives, Royal Danish Embassy
<b>Government Participation</b>	Ministry of Ports, Shipping and Waterways (MoPSW), Directorate General of Shipping (DGS), Cochin Shipyard Limited (CSL), Royal Danish Embassy



Category	Name / Organization
Theme	“Denmark in India - Green Shipping Partnership for Sustainable Growth”

### 1.2.1 Total Sessions

Two key sessions were held:

- Session 1: **Maritime Efficiency and Innovation under Amrit Kaal**
- Session 2: **Green Transition – Tangible, Reliable & Safe Battery and Fuel Technologies**

### 1.2.2 Attendees and Audience Profile

The Denmark Country Session witnessed participation from senior officials of the Ministry of Ports, Shipping and Waterways (MoPSW), Directorate General of Shipping (DGS), and the Danish Maritime Authority, along with leading industry representatives from Maersk, L&T Shipbuilder, ZeroNorth, Hempel, and Powercon. The session brought together over 60 participants, including government officials, diplomats, maritime experts, and private sector leaders, fostering meaningful discussions on green shipping, digitalization, and maritime efficiency between India and Denmark.

### 1.2.3 Engagement Metrics

The session recorded high engagement, with interactive discussions and over 50 participants attending in person.

### 1.2.4 Demographics of Participants

Participants represented India, Denmark, and international shipping institutions, with diverse backgrounds in policy, shipbuilding, green technology, and finance.

### 1.2.5 Key Statistics Snapshot

- **Countries represented:** India and Denmark
- **Industry participation:** Over 12 leading organizations from shipping, shipbuilding, and maritime technology sectors
- **MoUs and partnerships discussed:** 2 key collaborations on Green Shipping and Maritime Digitalization under active review
- **Total participants:** Approximately 60 delegates, including government, diplomatic, and industry representatives

## 2. Objectives of the Event

### 2.1 Primary Objectives



- To promote bilateral maritime collaboration between India and Denmark.
- To exchange insights on green shipping technologies and regulatory best practices.
- To identify investment opportunities in maritime infrastructure and shipbuilding.

**2.2 Specific Focus Areas / Expected Outcomes**

- Fostering technological collaboration in hydrogen fuel safety, battery systems, and sustainable propulsion.
- Encouraging joint R&D initiatives between Indian institutions and Danish technology leaders.
- Promoting vessel optimization, digital innovation, and decarbonization pathways.
- Identifying logistics infrastructure gaps and proposing strategies for smoother navigation and port connectivity.

**2.3 Alignment with Maritime Vision – MIV 2030 & Amrit Kaal Vision 2047**

The session aligns with **MIV 2030** and **MAKV 2047** through:

- A focus on green port development and energy-efficient operations.
- Integration of international best practices in maritime regulation.
- Capacity-building and investment promotion in blue economy sectors.

**3. Event Schedule Snapshot**

Time	Description of Activity	Speakers / Participants
13:00 – 13:05	Opening Remarks	H.E. Ambassador Rasmus Abildgaard Kristensen
13:05 – 13:15	Keynote Address	Director General Brian Adrian Wessel, Danish Maritime Authority
13:15 – 13:25	Speech by Guest of Honour	Shri Shyam Jagannathan, Director General of Shipping, India
13:25 – 13:55	High-Level Maritime Dialogue: Improving Operations and Key Initiatives in India ( <b>Short presentations followed by Q&amp;A</b> )	Christopher Cook, Managing Director – India, Bangladesh & Sri Lanka, Maersk, Paras Pal, System Architect, L&T Shipbuilder Q&A moderated by: DG Brian Adrian Wessel
13:55 – 14:25	Enhancing Efficiency in the Maritime Industry Panel ( <b>Company introductions followed by Q&amp;A</b> )	Captain Amit Anshu, VP & Global Head – Professional Services Operations, ZeroNorth, Merwyn Lopes, Key Account Manager, EltronicFuelTech Aravind Rajan, Head – Global Ship Managers, Hempel India Pvt. Ltd. Peter Castberg Knudsen, Partner, Powercon Q&A moderated by: DG Brian Adrian Wessel



Time	Description of Activity	Speakers / Participants
14:25 – 14:55	Innovative and Safe Solutions in Shipping ( <b>Company introductions followed by Q&amp;A</b> )	Mr. Anders Olsen, Managing Director, Vibrattec Akustik Produkter ApS, Denmark Mr. Hrishikesh Suresh Chandraghatgi, Director, Vibrattec India Anders Viborg Kristensen, Senior Business Developer, DBI Jonas Søberg Erlandsen, Business Development & Sales, Bawat Cdr. M. Asif Makandar, Country Head, Terma India Q&A moderated by: DG Brian Adrian Wessel
14:55	Closing Remarks	H.E. Ambassador Rasmus Abildgaard Kristensen

#### 4. Event Highlights

##### Session 1 – Maritime Efficiency & Innovation under Amrit Kaal

Shri Shyam Jagannathan, Director General of Shipping, highlighted India’s transformative maritime reforms under the Maritime India Vision (MIV) 2030 and the Maritime Amrit Kaal Vision (MAKV) 2047, which together prioritize logistics efficiency, green shipping, safety, and digital transformation.

He emphasized that India’s Panchamrit Plan—targeting **500 GW non-fossil capacity and 50% renewable energy by 2030**—is guiding the country’s maritime decarbonisation agenda. Under this vision, the Directorate General of Shipping (DGS) is implementing the National Green Shipping Policy, promoting LNG, methanol, biofuels, hydrogen, and ammonia as cleaner propulsion alternatives, and collaborating with the IMO on GreenVoyage2050 and pilot Green Shipping Corridors.

A key milestone is the establishment of the Indo-Danish Centre of Excellence on Green Shipping, operational under the National Centre of Excellence for Green Ports and Shipping (NCoEGPS) with TERI as the knowledge partner. Shri Jagannathan noted that this initiative has already produced tangible results – including India’s national portal for green shipping, new alternative fuel guidelines, and training modules for methanol and ammonia handling.

He also stressed the growing importance of digital transformation in maritime governance. Through initiatives like the e-Samudra Portal, Maritime Single Window, and Digital Record Room, DGS has evolved into a modern, data-driven regulator improving transparency, compliance, and turnaround times. Collaboration with Denmark on digital seafarer certificates and recognition of new vessel designs further strengthens regulatory efficiency.

Safety and cybersecurity were also identified as core priorities. Initiatives such as “Sagar Mein Yog” and “Sagar Mein Samman” promote seafarer welfare and gender inclusion, while the DGS is integrating cybersecurity frameworks and establishing a Maritime Cybersecurity Unit in partnership with Denmark’s CFCS to protect ports and vessels from emerging digital threats.

He talked about the need for Indo-Danish coordination on three fronts:

1. Improving Operations - Towards a Greener Shipping Sector
2. Enhancing Efficiency - Towards a Digital Shipping Sector
3. Innovation & Safety - Towards a Safer Shipping Sector

Improving Operations - Towards a Greener Shipping Sector:

India is driving green transformation through MIV 2030, MAKV 2047, and the National Green Shipping Policy, promoting clean fuels and sustainable ports. The Indo-Danish Centre of Excellence on Green Shipping, under the 2024 MoU, is advancing joint work on green fuels, certification, and green corridor pilots, marking real progress toward maritime decarbonization.

Enhancing Efficiency - Towards a Digital Shipping Sector:

Through its Digital Transformation Roadmap, e-Samudra, and the Maritime Single Window, India is building a fully digital and data-driven maritime ecosystem. Collaboration with Denmark includes a common framework for digital seafarer certificates and regulatory innovation, reinforced by the joint Maritime Digital Transformation Workshop in Mumbai.

Innovation & Safety - Towards a Safer Shipping Sector:

India's focus on seafarer welfare, gender inclusion, and maritime cybersecurity reflects its holistic safety vision. Under the Indo-Danish Joint Action Plan, both nations are strengthening cyber resilience through cooperation between DGS, Denmark's Cybersecurity Unit, and CFCS—laying the foundation for a secure and resilient maritime future.

Concluding, Shri Jagannathan reaffirmed that ***“efficiency and sustainability are not competing goals, but complementary imperatives.”*** He invoked the Rigveda's timeless call ***“Move together, speak together, let your minds be in harmony”***, reflecting the shared Indo-Danish commitment to a greener, safer, and digitally advanced maritime future.

### **Session 2- Enhancing efficiency in the maritime industry panel**

The session emphasized Denmark's advanced marine equipment infrastructure, **with representatives highlighting that** India should leverage Danish innovation to reinvent and modernize its maritime ecosystem **under the** Amrit Kaal Vision.

Danish delegates further noted that while Denmark sees India as a strategic maritime partner, greater investment in logistics infrastructure is essential to address existing navigational and operational bottlenecks.

Responding to this, the Indian representative acknowledged that India cannot compete with China on scale, but can establish its niche in sustainable and green maritime technologies. He stressed that eco-friendly innovation, adoption of alternative fuels, and decarbonisation measures can serve as India's competitive edge. Although the Government of India has reduced subsidies to around 14%, he pointed out that accelerating the green fuel transition—through initiatives like green ammonia and

low-sulphur technologies—is critical, particularly to curb emissions from vessels berthed near densely populated port cities.

The discussion traced global shipbuilding trends, noting how Korean shipyards pioneered structured production systems and China mastered dual-fuel technologies. Following this trajectory, it was suggested that Cochin Shipyard Limited (CSL) and other Indian shipyards could emerge as future green shipbuilding hubs, supported by R&D collaboration with institutions such as IITs for training and technology transfer.

Denmark also advised that instead of relying solely on natural resources for green energy, India should focus on producing renewable fuels domestically and improving the Energy Efficiency Design Index (EEDI) ratings of its vessels to align with international standards.

### **Session 3- Innovative and safe solutions in shipping**

(Panel Discussion/Q&A Session)

Led by the Danish Battery Institute (DBI), this session explored how hydrogen can be safely integrated into maritime applications. DBI reaffirmed that hydrogen, when used with proper safety standards, offers a sustainable alternative for the maritime energy transition.

The session also discussed anti-corruption practices, encouraging India to adopt Danish models for transparency in vessel registration, leasing, and certification. Danish speakers emphasized that partnerships should evolve beyond supplier-buyer relationships, aligning instead with India's ***Atma Nirbhar Bharat*** and ***Viksit Bharat*** goals.

Danish firms noted that while MoUs symbolize collaboration, implementation speed and procedural efficiency must improve to attract deeper investments.

### **5. Outcomes & Key Takeaways**

- Reaffirmation of the India-Denmark Green Maritime Partnership.
- Identification of joint R&D opportunities in green fuels and hydrogen technologies.
- Recognition of India's Cochin Shipyard Ltd (CSL) as a potential green shipbuilding hub.
- Agreement to strengthen investment and regulatory cooperation.
- Commitment to faster implementation of existing MoUs and smoother approval processes.

### **7. Feedback Summary**

Participants appreciated the depth of Indo-Danish cooperation and recognized the session as a milestone for technology and sustainability alignment. Key feedback included the need for:

- Simplifying investment approval mechanisms.
- Establishing joint working groups for continuous engagement.
- Conducting capacity-building programs on hydrogen safety and maritime innovation.

## **8. Photographs & Collaterals**





## 9. Conclusion

The Denmark Country Session successfully deepened bilateral maritime collaboration between India and Denmark. The focus on green transition, hydrogen integration, and maritime innovation underscored a shared vision for sustainable maritime development.

The discussions set the stage for future cooperation, with both nations expressing intent to work towards a carbon-neutral, efficient, and globally competitive maritime ecosystem under ***Amrit Kaal Vision 2047*** and ***Maritime India Vision 2030***.



**INDIA  
MARITIME  
WEEK**



**INDIA  
MARITIME  
WEEK  
2025**



**Report on  
Global Maritime India Summit (GMIS)-  
SHIPBUILDING: BUILD IN INDIA, BUILD FOR THE WORLD  
Revitalizing India's Maritime Manufacturing**

**PRESENTED BY  
International Cooperation Branch,  
Directorate General of Shipping, Mumbai**



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## Executive Summary

The India Maritime Week 2025, organized by the Ministry of Ports, Shipping and Waterways (MoPSW), Government of India, served as a national platform to deliberate on India's maritime industrial transformation under Maritime India Vision 2030 and the Amrit Kaal Vision 2047. The sessions brought together policymakers, shipbuilders, maritime administrators, technology firms, financial institutions, and representatives from state maritime boards to discuss India's emergence as a competitive shipbuilding, ship repair, and ship recycling hub.

India Maritime Week 2025 marked a watershed moment for the nation's shipbuilding ambitions, revealing a powerful alignment between national policy, industry imperatives, and state-level execution. The proceedings coalesced around a single, unified vision: to establish India as a self-reliant, sustainable, and globally competitive maritime manufacturing hub by 2047. The overarching themes centered on a comprehensive, long-term policy architecture designed to de-risk investment and stimulate growth across the entire value chain—from ancillary industries and shipyards through to end-of-life recycling.

Key policy announcements, including an enhanced Shipbuilding Financial Assistance Policy, a dedicated Maritime Development Fund, and an innovative Ship Recycling Credit Note, were presented as foundational pillars to drive this transformation. Discussions among public and private sector shipbuilders, international partners, and ship owners underscored a consensus that success will hinge on patient capital, strategic international collaboration to bridge technology gaps, and an unwavering commitment to achieving global quality standards. The ancillary and ship recycling sectors were positioned not as secondary industries but as integral components of a circular economy and the national mission of self-reliance ('Atmanirbharata'). State maritime boards reinforced this national vision with tangible commitments, offering land, infrastructure, and customized incentives to anchor the development of world-class maritime clusters. The event concluded with a clear and compelling message: a new, decisive era for maritime manufacturing in India has begun, backed by strategic intent and a collaborative roadmap for execution.



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## INTRODUCTION:

India Maritime Week was a premier global event that brought together maritime experts, innovators, and leaders from around the world to showcase the latest advancements in maritime technology and foster collaboration across the industry. Held from 27th–31st October 2025 at the Bombay Exhibition Center, Goregaon, Mumbai, IMW served as a dynamic platform that celebrated innovation, facilitated meaningful dialogue, and strengthened partnerships shaping the future of the global maritime sector.

The India Maritime Week 2025 featured a diverse range of sessions, including ministerial plenaries, state and country sessions, thematic dialogues, and cultural programs, all aimed at showcasing advancements and fostering collaboration in the maritime sector.

The session held on 26th October 2025, titled “GMIS – Shipbuilding: Build in India, Build for the World – Revitalizing India's Maritime Manufacturing,” brought together national and international stakeholders to deliberate on “Crafting the Future: Opportunities in Shipbuilding, Repair, and Green Recycling.” The discussions highlighted that India's maritime manufacturing sector stands on the threshold of resurgence, driven by innovation, sustainability, and rising global demand. Emphasis was placed on the development of advanced technologies, the creation of a skilled workforce, and the establishment of enabling policy frameworks to support the nation's shipbuilding ambitions.

The session further underscored the vast potential in shipbuilding, vessel repair, and eco-friendly recycling, framing them as key drivers of growth within the maritime ecosystem. Participants explored strategies to strengthen domestic capabilities, attract foreign and domestic investment, and integrate circular economy principles into maritime manufacturing. By fostering self-reliance, enhancing exports, and promoting sustainable industrial practices, India aims to transform into a global hub for marine manufacturing and green ship recycling.



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## About the Event

### **Global Maritime India Summit (GMIS) - Shipbuilding: Build in India, Build for The World:**

India's maritime sector serves as the lifeline of the nation's economy, handling nearly 65% of trade volume and 70% value. At the core of this sector lies shipbuilding, often referred to as the "mother of heavy engineering." This industry not only generates employment and attracts investment but also strengthens national security, ensures strategic autonomy, and positions India as a strong player in global trade. In 2024, India ranked 16th globally in shipbuilding with an annual output of 0.04 million GT. In line with our Amrit Kaal Vision for 2047, India aims to be among the top five shipbuilding nations by 2047, targeting an annual output of 4.5 million GT. Additionally, India ranked second globally in ship recycling with 2.1 million GT output in 2024, and aims to achieve the top rank by 2030. India is witnessing an unprecedented maritime transformation driven by Maritime Amrit Kaal Vision (MAKV) 2047, which targets global leadership in Shipbuilding & Repair, Ship Recycling and Ancillaries for Shipbuilding.

**Economic Scale:** Maritime transport handles 65% of India's trade volume and 70% value. India has surpassed Japan as the world's 4th largest economy, with rising investor interest and a robust workforce.

**Shipbuilding:** India offers low-cost skilled manpower, a long, strategic coastline for shipyards, strong IT and engineering design capabilities, availability of raw materials like steel, and naval shipbuilding experience that can be leveraged for investment in shipbuilding to expand capacity through brownfield/greenfield investments by top shipbuilding companies.

**Ship recycling:** With Hong Kong Convention (HKC) compliance, India is well-positioned to become a global leader in ship recycling, aligning with international environmental and safety standards.

**FDI and Logistics:** India permits 100% FDI in shipping via the automatic route. Customs reforms and digital tools are streamlining cargo handling, driving green, multimodal logistics.

**Shipbuilding Ancillaries:** India is focusing on a cluster-based approach to greenfield shipyard development. This makes an attractive proposition for both the shipyards as well as the ancillaries as it will allow for efficient utilization of common assets and connectivity infrastructure.



**Human Capital:** India is focusing on developing essential skill sets for its people in shipbuilding domain. Indian Maritime University and ITIs are playing a significant role in this initiative.

### Key Policy Interventions

Recently, in a significant step toward realizing India's maritime ambitions and its vision of becoming a Viksit Bharat by 2047, the Union Cabinet has approved a comprehensive package of nearly INR 70,000 crore aimed at revitalizing the nation's shipbuilding and maritime sector.

**Shipbuilding Financial Assistance Schemes (SBFAS):** Incentivizes domestic shipyards to compete globally. A complementary shipbreaking credit note is provided to promote sustainable ship recycling and boost yard capacity utilization.

**Maritime Development Fund (MDF):** A dedicated blended finance mechanism to support vessel acquisition, shipyards, port-linked infrastructure, and waterways. Backed by consultations with 100+ stakeholders, MDF is attracting interest from global and domestic investors. Additionally, interest incentive shall be provided on debt taken from financial institutions regulated by Indian entities for shipyards located in India.

**Shipbuilding Development Scheme (SbDS):** India is establishing clusters with deepdraft coastal land, industrial and social infrastructure, and strong domestic demand. Global shipbuilding leaders have shown interest in JV opportunities.

**Shipbuilding Ancillaries:** Basic Customs Duty on raw materials, ship components and parts, consumables, and shipbreaking has been extended for ten years. This would reduce input costs for shipbuilding ancillaries and strengthen the shipbuilding ecosystem in India.

**Large Ships Classified as Infrastructure:** This regulatory shift enables access to lowcost, long-tenure capital for shipowners by bridging the financing gap between maritime and core Infrastructure. It improves bankability of vessel projects and supports India's tonnage growth agenda.

**Ship Recycling:** India is compliant with IMO's Hong Kong Convention (HKC) for safe and environmentally sound recycling of ships. HKC convention is expected to enhance India's share further in the global ship recycling market by ensuring safer and more environmentally friendly practices.



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**Next-Gen Vessels and Digitalization:** Cochin Shipyard is leading Innovation in autonomous, electric, and hydrogen-fueled vessels. India is also scaling digital trade through Maritime Single Window, ONOP, and MAITRI platforms.



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## LIST OF THEMES:

Sr. No	Session/Themes
1	Indian Shipbuilding and Repair Ecosystem
2	Ancillaries for Shipbuilding
3	Ship Recycling - Enabler to Circular Economy s Sustainable Maritime
4	Session with State Maritime Boards

## Introductory Session:

### List of Events

Sr. No.	Event/Topic	Speakers
1	Opening Address	Shri. Vijay Kumar, IAS, Secretary, Ministry of Ports, Shipping and Waterways (MoPSW)
2	Special Remarks	Shri. Hardeep Singh Puri, Hon'able Minister of Petroleum and Natural Gas
3	Keynote Remarks	Shri. Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways

The inaugural session of India Maritime Week 2025 served as a powerful declaration of intent, articulating the Government of India's high-level vision for the nation's maritime sector. The session was strategically framed to establish the compelling economic and geopolitical rationale for a renewed national focus on shipbuilding, ship repair, and the broader maritime ecosystem. It set an ambitious and confident tone for the subsequent discussions, grounding the aspiration to become a global shipbuilding power in concrete policy and strategic action.

### Opening Address

#### Shri Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways



Shri Vijay Kumar laid the foundation for the day's discussions by emphasizing the government's unwavering and comprehensive commitment to developing India's maritime sector. He highlighted the tangible results of this commitment, specifically the successful aggregation of demand for over 150 vessels from the Ministry of Petroleum and a separate business plan from the Shipping Corporation of India (SCI) to acquire over 200 vessels. He framed the session as a holistic endeavor designed to cover the entire value chain—from shipbuilding and repair to ancillary industries and ship recycling—and to foster the global cooperation necessary to build a sustainable, competitive, and truly global maritime manufacturing ecosystem.

### Special Remarks

#### Shri Hardeep Singh Puri, Honorable Minister of Petroleum and Natural Gas

The Honorable Minister delivered a powerful keynote address that provided the strategic and economic anchor for the event. He underscored the critical, yet often



underestimated, role of shipping in India's rapidly growing economy, noting that 50% of the nation's GDP is derived from the external sector. Minister Puri detailed the inseparable link between energy and shipping, revealing that the oil and gas sector alone accounts for nearly 28% of India's total trade by volume. This dependency, he argued, presents a clear vulnerability, as only 20% of this critical cargo is currently carried on Indian-flagged or Indian-owned vessels.

The Minister presented a compelling economic case for ship ownership over chartering, citing a stark example: in just five years, three of India's public sector undertakings (PSUs) spent approximately \$8 billion on chartering vessels. He drove this point home with a personal anecdote, comparing the 'dead money' of paying rent on an apartment for years to the \$8 billion spent on vessel chartering—a sum, he argued, that could have purchased a new fleet and built a long-term strategic asset instead. This is the core economic logic driving the government's multi-pronged strategy, which includes aggregating PSU cargo demand to ensure long-term charters, advancing the Ship Owning and Leasing (SOUL) model to boost domestic ownership, establishing a Maritime Development Fund for affordable financing, and launching the Shipbuilding Financial Assistance Policy 2.0.

He further contextualized this push within the broader success of the Sagar Mala program, which has seen port capacity double and efficiency markers like turnaround time improve by 48% over the last decade. Minister Puri concluded with a sense of urgency, noting that global shipyards have full order books for the next six years, making the development of domestic shipbuilding capacity not just an economic opportunity but a strategic necessity.

These high-level ambitions are being operationalized through a detailed set of policy mechanisms designed to transform India's shipbuilding landscape.

## Theme 1: Forging a World-Class Shipbuilding & Repair Ecosystem

### Introduction

This session served as the operational blueprint for translating national ambition into industry capability. The discussion moved beyond high-level vision to address the core challenges and opportunities facing Indian shipyards, focusing on the practical steps required to build a globally competitive ecosystem. The theme explored how policy, investment, collaboration, and a commitment to quality must converge to propel India into the top tier of shipbuilding nations.

### List of Event and Participants

Sr. No.	Event /Topic	Speakers/ Panellists
1	Context Setting Presentation	Shri. R. Lakshmanan, IAS, Joint Secretary (Ports), MoPSW Shri. Venkatesapathy S, IAS, Joint Secretary (Shipping), MoPSW
2	Panel Discussion	<b>Moderator:</b> Mr. Sameer Bhatnagar, Partner and Global Head of Ports, KPMG  <b>Panelists:</b> Shri. Madhu S Nair, CMD, Cochin Shipyard Ltd. Capt. Jagmohan, CMD, Mazagon Dock Shipbuilders Ltd. Capt. Binesh Kumar Tyagi, CMD, Shipping Corporation of India Mr. Vivek Merchant, Director, SWAN Defense s Heavy Industries Limited Capt. Rado Antalovic, CEO, Duai Drydocks Mr. Pim Schuurman, Director Asia Pacific, Damen Shipyards

## Context Setting Presentation:

**Shri Venkatesapathy, Joint Secretary of Shipping**, provided the context-setting presentation, outlining the government's comprehensive four-pillar policy framework designed to catalyze the shipbuilding and repair ecosystem. This long-term strategy, with an in-principle approval extending to 2047, addresses both supply-side and demand-side challenges.



**Shipbuilding Financial Assistance Scheme:** This central financial incentive offers assistance based on vessel value: 15% for vessels valued under ₹100 crore, 20% for vessels valued over ₹100 crore, and 25% for special and green vessels. The scheme is linked to a domestic content requirement, with full eligibility at 40% local content. A key innovation is the Shipbreaking Credit Note under which a ship recycled in India generates a transferable credit note valued at 40% of the ship's recycled value. This note can then be used to reimburse up to 5% of the construction cost of a new vessel built in India, creating a powerful circular incentive.

**Maritime Development Fund:** This fund is composed of two critical components. The first is a ₹20,000 crore Maritime Investment Fund, anchored by a ₹6,800 crore (4G%) commitment from the Government of India, designed to attract private and international capital for maritime projects. The second is an Interest Incentivization Fund, which will provide a 3% interest subvention on loans taken by shipyards for shipbuilding activities.

**Shipbuilding Development Scheme:** This pillar focuses on physical infrastructure. It includes a plan to establish maritime clusters with common facilities (e.g., breakwaters, channels, R&D centers) supported by both central and state governments. It also provides 25% financial assistance for the upgrade of existing brownfield shipyards across eight identified infrastructure categories.

**Reforms:** This pillar includes critical non-financial measures, led by the aggregation of vessel demand from PSUs to ensure a steady order book for Indian yards. Another key reform is the notification of large ships as infrastructure, providing significant advantages for ship owners building in India.

## Panelist Perspectives

**Shri. Madhu S Nair (Cochin Shipyard Limited):** Representing one of India's leading shipyards, Shri Nair emphasized the need for a long-term, 15+ year perspective. He stressed that success in this capital-intensive industry requires perseverance and patient capital. Critically, he argued that India cannot achieve its goals in isolation



and called for deep international collaboration, especially with established shipbuilding leaders like Korea and Japan, to bridge technology and process gaps.

**Capt. Jagmohan, CMD, Mazagon Dock Shipbuilders Ltd.:** Drawing from the success of India's defense shipbuilding sector, Captain Muhan argued that this provides a proven model for commercial shipbuilding. He highlighted that the core requirements—high skill levels, rigorous project management, and stringent quality control are fundamentally similar. He posited that the capabilities and ecosystem built for naval programs can be effectively leveraged to accelerate the growth of commercial shipbuilding.

**Mr. Vivek Merchant, Director, SWAN Defence & Heavy Industries Limited:** As a new entrant revitalizing a major private shipyard, Shri Merchant identified key enablers and potential roadblocks. He pointed to the need for sovereign-backed guarantees for export orders, similar to the model used by China, to de-risk projects for international customers. He also reinforced the importance of ensuring that the government's commitment to demand aggregation is fully followed through to provide a stable foundation for investment.

**Capt. Binesh Kumar Tyagi, CMD, Shipping Corporation of India:** Articulating the ship owner's perspective, Captain Tyagi laid out three non-negotiable requirements: internationally competitive cost, timely delivery, and high quality. He acknowledged that as the industry ramps up, some initial leeway delivery timelines might be possible for the first few vessels. However, he was firm that for the model to be sustainable, Indian yards must ultimately achieve commercial competitiveness on all three fronts.

**Mr. Pim Schuurman, Director Asia Pacific, Damen Shipyards:** Offering an international perspective, Mr. Pim delivered critical advice on achieving global standards. He strongly cautioned against attempting to build at two different quality levels (one for domestic and another for export) within the same yard, as this only creates confusion and compromises standards. He also stressed the importance of allowing the import of top-quality components to meet global specifications, noting that a robust domestic ancillary industry will naturally follow a successful shipbuilding industry, not precede it.

**Capt. Rado Antalovic, CEO, Dubai Drydocks:** Captain Antalovic highlighted the significant role of the ship repair sector as an integral part of the maritime ecosystem. He outlined a "formula for success" applicable to both building and repair, centered on three elements: developing and retaining human capital, securing long-term

financing with a 50+ year horizon, and embracing global cooperation to share knowledge and enhance capabilities.

## Key Highlights and Summary

The discussion highlighted the core strategic challenge for India; balancing the national imperative of 'Atmanirbharata' (self-reliance) with the operational reality that global competitiveness can only be achieved through deep collaboration with international leaders. The consensus was that a robust domestic ancillary industry will ultimately follow, not precede, the success of globally integrated shipyards that are empowered to import best-in-class components, as argued by Mr. PIM of Damen Shipyards. While the government's four-pillar policy provides a powerful enabling environment, ultimate success will hinge on patient capital and a relentless, uncompromising focus on achieving world-class quality through international partnership.

This robust discussion on shipyard capabilities naturally leads to the critical network of suppliers and partners that forms the foundation of the entire industry.





## Theme 2: Ancillaries for Shipbuilding

### Introduction:

A self-reliant shipbuilding industry is impossible without a robust, innovative, and globally competitive ancillary ecosystem. This session shifted the focus from the shipyards to the vast network of component manufacturers and technology providers that are essential for success. The discussion was framed within the context of 'Atmanirbharata', exploring how India can build a domestic supply chain that not only supports its own shipyards but also integrates into the global maritime market.

### List of Event and Participants

Sr. No.	Event /Topic	Speakers/ Panellists
1	Panel Discussion	<p><b>Moderator:</b> Mr. Shri. Biju George, Director (Shipbuilding), Mazagon Dock Shipbuilders Ltd.</p> <p><b>Panelists:</b>                      Ms. Annette Holte, Country Manager (India), Kongsberg Maritime                      Mr. Mahesh Krishnappa, Senior Vice President, ABB private Limited                      Mr. Vinay Uchil, Director, Marine Electrical Pvt. Ltd.                      Mr. Aditya Patil, Director Operations, Ghatge Patil Industries Ltd.                      Mr. Amit Khare, General Manager, Alfa Laval                      Mr. Jacob Kleijwegt, Area Sales Manager India and Bangladesh, Royal IHC</p>

### Panelist Perspectives

**Ms. Annette Holte (Kongsberg Maritime):** Miss Annette explained Kongsberg's strategy of local manufacturing for a global supply chain. Citing their experience of casting water jets in India since 2011, she emphasized that this is a long-term commitment. The key insight was that local production is not just for the Indian market but is integrated into their worldwide operations, providing the scale and stability needed to justify the investment.



**Shri Mahesh Krishnappa (ABB):** Shri Krishnappa highlighted how ABB's extensive, long-standing manufacturing presence in India (75 years, 25 factories) can be readily leveraged to support the maritime sector. He positioned ABB's expertise in marine electrification as a critical enabler for India's green shipping ambitions, such as the Harit Nauka plan, allowing for the rapid localization of next-generation electric and hybrid propulsion systems.

**Shri Vinay Uchil (Marine Electricals):** Mr. Uchil argued that the deep expertise Indian ancillary firms have developed in the demanding defense sector provides a strong foundation for expansion into commercial marine applications. He made a crucial point about business strategy: to ride out the cyclical nature of the shipbuilding industry, ancillary companies must target both domestic and export markets simultaneously, ensuring a diversified and resilient revenue stream.

**Shri Aditya Patil (Ghatge Patil Industries):** Representing a foundational industry (castings, transmissions), Shri Patil underscored the highly capital-intensive nature of the business. He stressed the need for state-level industrial policies to align closely with the central government's maritime strategy to create a seamless and supportive environment for manufacturers making long-term investments in capacity.

**Shri Amit Khare (Alfa Laval):** Mr. Khare provided a vital perspective on what true localization entails. He argued that it is about far more than just manufacturing a product in India. Success requires building a complete ecosystem around the product, including robust after-sales service, an efficient spare parts distribution network, and hands-on training capabilities to support vessels and their crews anywhere in the world.

**Mr. Jaco Kleijwegt (Royal IHC):** Mr. Kleijwegt used the tangible example of the dredger 'Dredge Godavari', built at Cochin Shipyard, to illustrate successful indigenous manufacturing. He noted that for this project, a large portion of Royal IHC's component supply was sourced and manufactured within India, demonstrating that with the right partnerships and projects, a high degree of localization is already achievable.

## Key Highlights and Summary

The central economic principle that emerged was that sustainable localization is a direct consequence of business volume. Global OEMs like Kongsberg and ABB will establish deep manufacturing roots in India only when a consistent and scaled domestic order book makes the business case undeniable. Therefore, the success of

the ancillary sector is inextricably linked to the success of the demand aggregation policies outlined in Theme 1. Furthermore, panelists agreed that for Indian ancillary firms to be resilient, they must build for a global market, and that true self-reliance is achieved not just by making a product, but by creating a complete support ecosystem that guarantees service and reliability worldwide.

This focus on the complete lifecycle of a vessel sets the stage for the final phase: its responsible end-of-life management and its role in a circular economy.



## Theme 3: Ship Recycling as a Cornerstone of the Circular Economy

### Introduction

This session reframed ship recycling from a disposal industry into a vital enabler of a sustainable maritime sector and a thriving circular economy. The discussion highlighted its critical importance in promoting resource efficiency, environmental stewardship, and its direct contribution to the 'Make in India' mission by providing high-quality recycled steel for national infrastructure.

### List of events and Participants

Sr. No.	Event /Topic	Speakers/ Panellists
1	Panel Discussion	<p><b>Moderator:</b> Mr. Nipun Aggarwal, Practice Lead, Aerospace, Defence, Shipbuilding and Space, KPMG</p> <p><b>Panelists:</b>                      Shri. Ajithkumar Sukumaran, Chief Surveyor cum Additional Director General (Engg), DG Shipping                      Ms. Anaelle Boudry, Senior Policy Advisor for Climate s Environment, European Community Shipowners' Associations                      Mr. Hemang Oza, Executive VP, Business Head - Flat Products, JSW Steel                      Capt. Prashant Widge, Head ESG s Puälic Affairs, South Asia, AP Moller-Maersk                      Mr. Shoāhit Kapoor, Senior Surveyor, Lloyd's Register                      Mr. Naeem Masani, Managing Director, YSI Recyclers LLP, Alang                      Mr. Dhruv Kotak, Managing Director, JM Baxi Group</p>



## Panelist Perspectives

**Shri Naeem Masani (YSI Recyclers):** Shri Masani vividly described the transformation of Indian recycling yards from "sandy beaches" to fully concreted, Hong Kong Convention (HKC)-compliant facilities that now pull entire ship sections onto impermeable floors. He identified the primary challenge as not being on the EU's "white list" of approved yards, which effectively blocks access to 40% of the global market. He expressed strong optimism that the government's new ship recycling credit note could successfully negate the price advantage of competing nations and attract more tonnage.

**Shri. Ajithkumar Sukumaran (DG Shipping):** From the regulator's perspective, Shri Sukumaran reframed the narrative around ship recycling, positioning it as a sustainable and "no-regrets" industry that gives an "honorable exit" to a vessel at its end-of-life. He affirmed that the Hong Kong Convention is the primary international framework India adheres to. However, he viewed the EU Ship Recycling Regulation (EUSRR) not as a competing standard but as a potential opportunity for third-party verification that could showcase the high standards already achieved by Indian yards.

**Ms. Anaelle Boudry (European Community Ship Owners Associations):** Articulating the European ship owners' viewpoint, Ms. Boudry confirmed their urgent need for high-standard recycling capacity outside of Europe. She expressed strong support for getting Indian yards onto the EU list, observing that the current bottleneck appears to be more political than technical, given the significant operational improvements made on the ground.

**Captain Prashant Widge (AP Moller - Maersk):** Captain Widge shared Maersk's positive and pioneering experience with responsible recycling in Alang. He then outlined a major future challenge that is also a significant opportunity for India: the growing need for new recycling solutions for large, post-Panamax container vessels. This requires new, future-proof infrastructure that can handle these massive ships safely and efficiently.

**Shri Hemang Oza (JSW Steel):** Shri Oza evaluated the potential for creating green steel from recycled ships. He explained that for this to be economically viable for large steel makers, the volume of scrap available for remelting must increase significantly. This requires policies and infrastructure that can attract a much larger share of the global end-of-life fleet to India, thereby creating the necessary scale.

**Shri Shobhit Kapoor (Lloyd's Register):** Providing a practical compliance perspective, Shri Kapoor detailed several on-the-ground challenges. These include



receiving inaccurate Inventories of Hazardous Materials (IHMs) from ship owners, a lack of detailed ship plans to guide the recycling process, and the significant technical difficulty of pulling a ship's entire hull onto an impermeable floor, a key EUSRR requirement.

Shri Dhruv Kotak (JM Baxi Group): Shri Kotak distilled the discussion into a call for a "new kind of solution" to bridge the gap between HKC and EUSRR standards. He argued this requires investment in large-scale, modern yard infrastructure, such as slipways, that can meet the stringent requirements of global clients like Maersk. He further suggested this new infrastructure could be multi-purpose, also serving the shipbuilding and repair sectors, creating a more resilient business model.

## Key Highlights and Summary

The panel's conclusion was clear: having achieved broad compliance with the Hong Kong Convention, the Indian ship recycling industry is at an inflection point. The next phase of growth and access to the premium EU market is not a matter of incremental improvement but of transformational investment in new, large-scale infrastructure. This infrastructure, as envisioned by the JM Bakshi Group, represents the next competitive frontier, enabling India to move beyond compliance and establish a decisive competitive advantage by meeting the most stringent global standards and handling the next generation of large vessels.

This need for new infrastructure investment pivots the conversation from industry-specific challenges to the role of state governments in providing the land and foundational support for these ambitious projects.

## Session With State Maritime Boards

### Shipbuilding and Repair Ecosystem - Opportunities and Support Ecosystem

While federal policy provides the strategic 'air cover' through financial incentives and demand aggregation, it is the coastal states that must fight the 'ground war'—competing to offer the most compelling value proposition of land, infrastructure, and localized support to secure investment. This session highlighted their indispensable role as the implementation engine for the national maritime vision, translating policy into tangible, on-the-ground projects.

#### List of Events and Participants

Sr. No.	Event /Topic	Speakers/ Panellists
1	Andhra Pradesh	Shri. Praveen Adithya, IAS, CEO, Andhra Pradesh Maritime Board
2	Tamil Nadu	Dr. Darez Ahmed, IAS, CEO, Guidance Tamil Nadu
3	Maharashtra	Shri. Pradeep P, IAS, CEO, Maharashtra Maritime Board

#### State Support Ecosystem Spotlights

##### Andhra Pradesh

Andhra Pradesh's primary strategy is to leverage its unparalleled scale, offering vast, ready-to-develop land banks for mega-scale projects.

**Key Asset:** A massive, encumbrance-free land bank of 1.1 lakh acres.

**Proposed Cluster:** The Dugarajapatnam shipbuilding cluster, being developed through a Special Purpose Vehicle (SPV) with the Visakhapatnam Port Authority, backed by 2,800 earmarked acres.

**Key Incentives:** A compelling package including production-linked incentives (5% of building cost for the first five ships), a 100% net SGST exemption for 10 years, and customized policies for mega and ultra-mega projects.



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## Tamil Nadu

Tamil Nadu's strategy focuses on de-risking private investment by socializing the high capital cost of common seaside infrastructure, leveraging its deep industrial and human capital base.

**Key Asset:** A deep and highly skilled talent pool, leveraging its status as India's most industrialized state with extensive manufacturing and engineering expertise.

**Proposed Clusters:** A dual-pronged approach with a brownfield cluster at Kattupalli and a major greenfield cluster at Tuticorin with over 3,000 acres and a 6.5 km seafront.

**Key Strategy:** A novel approach where the state develops common seaside and landside infrastructure (e.g., docks, breakwaters) and offers it to shipbuilders on a rental basis, lowering the barrier to entry.

## Maharashtra

Maharashtra's policy is uniquely designed to address investor cash flow, providing its capital subsidy during project execution rather than post-completion, signaling a strong, proactive partnership with industry.

**Key Asset:** A first-mover advantage as the first state with an independent shipbuilding policy, clearly signaling its ambition to shoulder one-third of the national target.

**Proposed Clusters:** Three strategically shortlisted locations at Nandgaon (near the upcoming Wadwan port), Diggi, and Vijaydurg.

**Key Incentives:** A simplified and practical capital subsidy of 15% of the project cost, which is provided during project execution in four installments to significantly ease cash flow pressures for investors.

The presentations from the states provided concrete evidence of the ground-level execution plan that will underpin India's national maritime ambitions.



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## Conclusion

India Maritime Week 2025 has unequivocally demonstrated a powerful and rare alignment of purpose across all levels of government and industry. The event synthesized national policy, industry ambition, and state-level support into a single, cohesive narrative for the future of maritime manufacturing in India. The proceedings leave no doubt that a new, determined era has dawned, built upon clear strategic pillars.

The architecture of this new era rests on four strategic pillars: a durable and long-term policy framework that ensures investor predictability; a holistic focus on building the entire ecosystem, from a globally integrated ancillary industry to a sustainable ship recycling sector; a pragmatic commitment to achieving world-class quality through international collaboration; and a clear execution plan driven by proactive state governments. The collective message from the week is one of confidence and resolve. The course has been charted, the partnerships are forming, and the journey to establish India as a global maritime powerhouse by 2047 has decisively begun.



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## Alignment with Maritime India Vision 2030

MIV 2030 focuses on transforming India's maritime sector through port-led development, self-reliance, green shipping, and global competitiveness. The sessions reflect this in several dimensions:

### Shipbuilding and Repair Ecosystem:

Implement *MIV 2030's* goal to modernize and expand shipbuilding and ship repair infrastructure.

Policies like the *Shipbuilding Financial Assistance Scheme* and *Shipbuilding Development Scheme* directly correspond to MIV 2030's emphasis on incentivizing domestic manufacturing and attracting global investment.

### Ancillary Development and Skill Building:

Promotes domestic production of ship components and integration with global supply chains, echoing MIV 2030's call for cluster-based development and skill enhancement.

Involvement of *Indian Maritime University* and *ITIs* mirrors MIV 2030's emphasis on maritime human capital.

### Ship Recycling and Circular Economy:

Advances MIV 2030's sustainability goals through Hong Kong Convention compliance and promotion of *green ship recycling*.

The *Ship Recycling Credit Note* embodies MIV 2030's objective of linking environmental responsibility with economic incentives.

### State-Level Maritime Clusters:

The participation of *Andhra Pradesh, Tamil Nadu, and Maharashtra* in offering land and incentives aligns with MIV 2030's directive for decentralized maritime industrialization through coastal state partnerships.

### Digitalization and Innovation:

References to *Maritime Single Window, ONOP, and MAITRI* platforms reinforce MIV 2030's focus on digital transformation and smart governance in maritime operations.



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## Alignment with Maritime Amrit Kaal Vision 2047

MAKV 2047 is a forward-looking blueprint aiming to make India a “Global Maritime Powerhouse” by 2047, consistent with the *Viksit Bharat* vision. The report supports this through

### Global Competitiveness and Leadership:

India's aspiration to become one of the *top five shipbuilding nations by 2047* (target: 4.5 million GT output) and *No. 1 in ship recycling by 2030* is directly in line with MAKV 2047's milestones.

### Self-Reliance (Atmanirbharata):

Emphasizes reducing foreign dependence by promoting indigenous shipbuilding, ship ownership (via SOUL model), and financing (Maritime Development Fund), reflecting MAKV's push for strategic autonomy.

### Sustainability and Green Growth:

Integration of *eco-friendly ship recycling, electric and hydrogen-fueled vessels, and circular economy models* resonates with the MAKV 2047's green maritime transition framework.

### Holistic Ecosystem Development:

MAKV envisions synergy across ports, shipping, inland waterways, and industry. The report reflects this through a 360° approach covering *shipbuilding, repair, recycling, financing, digitalization, and state-led execution*.

### Economic and Strategic Resilience:

Aligns with the vision of maritime strength underpinning national security and trade autonomy, positioning the maritime sector as a core driver of *Viksit Bharat 2047*.



## 1. GMIS – Maritime Human Capital

**SPOC** | Shri Atishai Saxena || +91-9311339885 || atishai.saxena@in.gt.com

### 1.1. Time-wise agenda including major sessions and activities

The session “GMIS - Maritime Human Capital” at India Maritime Week 2025, held on October 30, 2025, from 10:00 AM to 1:00 PM at Hall No. 6, Bombay Exhibition Centre, Goregaon, Mumbai, convened senior government officials, maritime industry leaders, academicians, training experts, and international delegates to deliberate on strengthening India’s maritime workforce through innovation, skill development, and global collaboration.

### 1.2. Event Highlights

The “GMIS - Maritime Human Capital” session at India Maritime Week 2025, held on October 30, 2025, from 10:00 AM to 1:00 PM at Hall No. 6, Bombay Exhibition Centre, Goregaon, Mumbai, brought together eminent policymakers, maritime leaders, training experts, and international delegates to deliberate on the future of India’s maritime workforce.

The discussions underscored a shift from a reactive to a proactive approach in addressing the evolving challenges of the maritime sector, emphasizing the need to accelerate the growth of maritime infrastructure, strengthen training institutions, and promote systematic nation-building through maritime excellence.

Through a series of high-level presentations and panel discussions, the session explored strategies for modernizing seafarer training, harnessing technology for workforce development, and aligning human capital with emerging global maritime standards. The deliberations also focused on fostering gender inclusivity, promoting mental well-being, and creating sustainable employment opportunities within the sector.

The event served as a vital platform for stakeholders to exchange global best practices, reinforce India’s position as a leading maritime nation, and advance a cohesive vision for empowering human capital as the cornerstone of maritime growth and innovation.

### 1.3. Minute-to-minute event schedule of GMIS – Maritime Human Capital

Start Time	End Time	Agenda
10:00	10:15	<ul style="list-style-type: none"> <li>• Invitation of Chief Guest Hon’ble Minister, panelists, and attendees / Lighting of Lamp.</li> <li>• Felicitation of the Chief Guest -Hon’ble Minister of Labour and Employment, Government of India.</li> <li>• Welcome Address by Capt. B. K. Tyagi, CMD, SCI.</li> </ul>



Start Time	End Time	Agenda
10:15	10:35	Presentation by Shri Shyam Jagannathan, IAS, Director General of Shipping.
10:35	10:40	Felicitation of the first women achievers (First Captain, Marine Engineer, Chief Engineer, Pilot, and Naval Architect) and Capt. J. C. Anand, Founder, I R Class.
10:40	10:50	Keynote Speech by Shri Mansukh L. Mandaviya, Hon'ble Minister of Labour and Employment.
10:50	10:55	Presentation of Mementoes / Group Photograph.
10:55	11:50	<ul style="list-style-type: none"> <li>Panel Discussion (I) - (6 panelists: 1 International, 4 Indian, and a Moderator).</li> <li>Topic: Seafarers of the Future: Building a Modern Maritime Workforce.</li> <li>Q &amp; A (10 mins)</li> </ul>
11:50	12:45	<ul style="list-style-type: none"> <li>Panel Discussion (II) - (6 panelists: 3 International, 3 Indian, and a Moderator).</li> <li>Topic: Charting Tomorrow: Talent, Technology and Transformation in Maritime Human Capital.</li> <li>Q &amp; A (10 mins)</li> </ul>
12:45	12:55	Presentation of Mementoes / Group Photograph.
12:55	13:00	Vote of Thanks

#### 1.4. Panel I: Seafarers of the Future: Building a Modern Maritime Workforce

The first panel discussion, moderated by **Capt. M. P. Bhasin**, Managing Director, MSC Crewing Services, focused on the theme *“Seafarers of the Future: Building a Modern Maritime Workforce.”* The panel included **Mr. Sushil Mansingh Khopde, IPS**, Additional Director General of Shipping; **Capt. S. Panigrahi**, Director (I/c), Indian Maritime University; **Dr. Matthias Catón**, Managing Director, German Maritime Centre; **Mr. Kaushik Seal**, President, IMEI; and **Mr. Sunil Nair**, Assistant General Secretary, NUSI.

The panel explored the skills, competencies, and institutional partnerships required to prepare India’s seafarers for an evolving global maritime landscape,

one increasingly shaped by digitalisation, decarbonisation, and disruptive technologies.

### 1. Future Skills for the Modern Seafarer

**Digital competence** emerged as the cornerstone for next-generation seafarers.

Mr. Khopde emphasised that future mariners must be trained in:

- Digital management systems
- Alternative fuels and energy transition technologies (hydrogen, methanol, ethanol, nuclear)
- Environmental compliance and sustainability
- Incident and emergency management

He noted that maritime curricula must continuously evolve because “the pace of change at sea is faster than the pace of curriculum change ashore.”

**Dr. Matthias Catón** reinforced this direction, stating that the next decade will require every officer to be both a **nautical specialist and an IT expert**. He noted that cadets must understand how AI works, how it can fail, and how to manually take control of systems in high-risk situations. Robust IT and troubleshooting skills, he said, will become “fundamental competencies.”

### 2. Designing Training for a Green, Digital Maritime Sector

**Mr. Kaushik Seal** highlighted that India’s maritime workforce is now influencing the **design of future vessels**, especially those powered by alternative fuels. With the shift from fossil fuels to methanol, hydrogen, and nuclear technologies, he stressed the need for industry-driven technical inputs into training programmes.

He emphasised the need for:

- Stronger industry participation
- Technical upskilling for engineers
- A broader **cultural transformation** in maritime training

**Mr. Sunil Nair**, representing seafarers’ unions, added that in addition to technical expertise, **soft skills and leadership** are becoming critical. Psychological preparedness, adaptability, and communication skills determine how seafarers handle new technologies and shipboard responsibilities.

### 3. Regulatory Focus: Strengthening Human Capital as a Strategic Asset

Mr. Khopde highlighted that human capital is more important than equipment, “ships alone do not make a maritime nation; skilled people do.”



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Key regulatory initiatives include:

- Greater emphasis on training standards across MTIs
- Introduction of soft-skill modules and **Sagar Mein Yog**, developed with NUSI, to promote wellbeing
- Upcoming digital training modules, including personal finance management for seafarers
- Strengthening crisis management, grievance redressal (including abandonment), and securing seafarer wages

He reiterated that India aims to increase its share of the global seafaring workforce to **20% by 2030**, and confidence-building measures, safe workplaces, welfare initiatives, regulatory support, are central to achieving this target.

#### **4. Academic-Industry Collaboration to Build the Workforce of Tomorrow**

**Capt. Panigrahi** highlighted that academic institutions **cannot design training in isolation**. Effective workforce development requires:

- Regular industry feedback through advisory councils
- Integration of day-to-day operational needs into curricula
- Guest lectures, seminars, and mentorship from experienced mariners
- Greater maritime awareness in school education
- Continuous growth and development programmes for cadets

He recommended embedding AI into the curriculum and allowing students to individualise learning, moving beyond highly formalised structures.

#### **5. Rising Demand and the Future of India's Maritime Workforce**

The panel discussed where workforce growth will occur in India, including:

- Alternative fuel operations
- Digital navigation systems
- Autonomous and smart ship operations
- Port and terminal technology systems
- Shipbuilding, offshore, and recycling sectors

According to Mr. Nair, IRMA's entry into India has already improved collaboration and access to technical expertise. Continued public-private partnerships will be essential.



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## 6. Seafarer Welfare, Retention, and Long-Term Careers

Mr. Nair underscored factors critical for retaining seafarers in long-term careers:

- Reliable internet connectivity onboard
- Opportunities for shore leave
- Respect and recognition of seafarers as skilled professionals
- Strengthened welfare initiatives

He emphasised that seafarers “must feel valued as humans, not just as workforce.”

## 7. India's Global Ambition and Pathway Forward

The panel recognised India’s bold ambitions in maritime growth, aligned with the Prime Minister’s vision and international commitments under STCW and IMO. Key points included:

- Need for continuous curriculum reform
- Expansion of simulator-based and virtual reality training
- E-learning solutions tailored to India’s infrastructure constraints
- Building future-ready cadets through the **Next Wave Initiative**
- Collaboration with global partners (e.g., Japan, MTCC, IMO Smart Sea Women initiative)
- Inclusion of women in maritime careers as a catalyst for sectoral growth

Mr. Khopde reaffirmed that outreach programmes, improved training ecosystems, and stronger welfare frameworks will help India meet targets under **MIV 2030** and **MAKV 2047**.

### 1.5. Panel II: Charting Tomorrow: Talent, Technology and Transformation in Maritime Human Capital

The second panel discussion, moderated by **Capt. S. M. Halbe**, CEO, MASSA, centred on the theme “*Charting Tomorrow - Talent, Technology and Transformation in Maritime Human Capital.*” The session brought together a distinguished panel comprising **Capt. S. I. Abul Kalam Azad**, Nautical Advisor to the Government of India; **Mr. Minyoung Jeong**, Director, KOICA; **Mr. P. K. Mishra**, Managing Director, IRS; **Mr. Omar Sharif**, Senior VP, DP World; **Mr. Rajnish Khandelwal**, CEO, JM Baxi & Co.; and **Mr. Krishnan Subramaniam**, International Vice President, ICS.



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## Key Themes & Insights

### 1. Evolving Skill Demands in a Technology-Driven Maritime Sector

The panel underscored how rapid technological advancements, from automation to digital fleet management, are reshaping competency requirements across the maritime value chain. New capability frameworks must respond to the needs of complex shipbuilding, autonomous systems, and integrated port-logistics environments.

### 2. Capt. Azad: Career Pathways, Competency, and India's Global Credential

Capt. Azad shared valuable insights from his own journey, reflecting on his early years as a cadet with SCI and the seafaring foundation that led to his current role as Nautical Advisor.

He emphasised:

- The need for **clear, structured career pathways** for Indian seafarers, spanning the full lifecycle from **shipbuilding to ship recycling**.
- The **Indian Certificate of Competency (CoC)** as a “passport to the world,” with the Directorate’s role centred on upholding and enhancing this global credential.
- The importance of enabling smooth **transitions from sea to shore**, particularly as India expands into shipbuilding, offshore operations, and recycling under the Hong Kong Convention (HKC).
- Government initiatives including:
  - A new **IT platform** for maritime research and education.
  - Development of the **Maritime Knowledge Centre (MKC)** (DPR completed; RFP under preparation).
  - Establishing **standards for offshore safety training**, with similar standards planned for port operations.
  - Building a collaborative ecosystem rather than isolated “islands of knowledge.”

He noted that despite India’s ambitious targets, such as expansion of tanker fleets across oil PSUs, these goals require strategic investment in human capital.

### 3. Mr. Minyoung Jeong: Technology-led Capacity Building

Mr. Jeong highlighted Korea’s approach to developing skilled maritime professionals through strong **vocational education, technology partnerships,**

and continuous capability enhancement. He noted that Korea and Japan's edge in building next-generation complex vessels stems from systematic workforce planning and sustained innovation.

#### 4. Mr. P. K. Mishra: Integrating the Entire Maritime Supply Chain

Mr. Mishra emphasised that:

- Human capital remains at the core of the entire maritime supply chain, from sea to shore.
- India is advancing into **autonomous shipping technologies** and remains one of the world's leading **ship-recycling nations** under HKC compliance.
- However, India must accelerate efforts to **claim a stronger presence across the supply chain**, despite economic growth rising from 6% to 8%.
- Career planning must start early, recognising that seafarers who spend 25-30 years at sea will increasingly transition to shore-based roles, which require structured preparation.

#### 5. Collaboration Over Competition

Throughout the discussion, panellists echoed that the future of maritime human capital depends on:

- **Competency-based frameworks**, replacing fragmented qualification pathways.
- Short, industry-driven programmes to build specialised skills (e.g., chartering, broking, analytics).
- Greater **corporate commitments** to talent development.
- A shift from competition to **collaboration**, aligning government, industry, academia and unions toward common goals.

Capt. Halbe concluded by noting that as India's trade expands and the Government places renewed emphasis on maritime growth, strengthening human capital becomes central to enhancing India's role in the global supply chain.

#### 1.6. Outcomes and Key Takeaways

The "GMIS – Maritime Human Capital" session underscored that India's maritime growth hinges on strengthening human capital through modernized training, global-standard competencies, and enhanced welfare. Speakers highlighted the urgent need to upgrade curricula with digital skills, AI readiness, green fuel

management, cyber awareness, and simulator-based training, while emphasizing that academic institutions must collaborate closely with industry and government to remain relevant. The panels stressed preparing seafarers for a green and digital transition, expanding workforce opportunities across shipbuilding, offshore, ports, and autonomous systems, and creating clear pathways for sea-to-shore careers. Welfare and retention emerged as strategic priorities, with calls for better connectivity, shore leave, safety, grievance redressal, and soft-skill development. Inclusivity, especially women's participation, was recognized as vital for sectoral growth. India's ambitions under MIV 2030 and MAKV 2047 will require proactive workforce planning, global partnerships, stronger training ecosystems, and a shift from reactive to long-term capacity-building. Overall, the session reaffirmed that skilled, empowered, and future-ready seafarers form the backbone of India's maritime excellence.

### 1.7. Photographs and Collaterals









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**Ports of the future partnership -A Quad initiative India Maritime Week 2025**

**Venue:**

Baltic Sea- Hall 4, Bombay Exhibition Center, Goregaon, Mumbai (NESCO Centre)

**Date: 29th Oct'2025**

**Time: 09:00 am – 13:00 pm**

**Introduction**

The Ports of the Future Partnership is a Quad initiative launched to promote modern, resilient, and sustainable port infrastructure development across the Indo-Pacific region. It aims to enhance maritime connectivity, logistics resilience, and quality port infrastructure by leveraging the collective expertise and resources of the Quad countries (India, the United States, Japan, and Australia).

Key objectives of this partnership include coordinating information exchange, sharing best practices, mobilizing government and private sector investments, and supporting technical assistance and capacity-building efforts. It focuses on developing ports as economic engines, strengthening supply chains, improving digital infrastructure with next-generation technologies like AI and IoT, and fostering public-private partnerships to scale infrastructure investments.

The partnership also emphasizes modernizing port logistics and operations, integrating smart logistics technologies, cybersecurity, and sustainable port development aligned with blue economy growth and maritime security. Overall, the Ports of the Future Partnership seeks to position ports as hubs for trade facilitation, regional integration, and economic development in the Indo-Pacific while promoting collaboration among Quad members and regional stakeholders to meet growing infrastructure demands and future maritime challenges.

The present meeting marked an important milestone in this collaborative journey by facilitating discussions on infrastructure investment, regulatory frameworks, and digitization and use of next Gen tech in port operations

The relevant discussion points of the agendas are listed below:

**Agenda 1:**

**Ports as key development anchors in the Indo-Pacific**

**Panelists:**

1. K. Nagaraj Naidu, Additional Secretary, Americas Division, Ministry of External Affairs, Government of India
2. Jorgan K. Andrews, Chargé d’Affaires, US Embassy New Delhi
3. Peter Cook, Director, PCA Maritime Ltd
4. R Dinesh, Executive Chairman, TVS Supply Chain Solutions
5. Carly Partridge, Acting Deputy Head of Mission, Australian High Commission
6. Misako Takahashi, Deputy Director-General / Deputy Assistant Minister (Ambassador), International Cooperation Bureau, Ministry of Foreign Affairs of Japan
7. Unmesh Sharad Wagh, Chairman, Jawaharlal Nehru Port Authority

**Moderator:** Indrani Bagchi, CEO, Ananta Centre

**Key takeaways:**

The panel discussion focused on the importance of partnerships ensuring Resilience, Transparency, Capacity Building, digitization and having a regulatory frame work that can be trusted and fruitful. Port development should be based on quality, sustainable financing and cater for benefit to coastal communities. Embracing smart technologies, data sharing, digitization are important to port development and efficiency as it helps in seamless passage of cargoes. Also awareness of the regulatory framework is an imperative.

Concerning Security of ports, It was pointed out that there are a large number of

commercial ports dealing with different cargoes and security strategies for each of the port has to be individually curated based on the infrastructure and cargoes being dealt with .

It was echoed in the discussions that opportunities are in partnership and Joint development of ports in Indo pacific region, including African countries are to be considered. The four countries by sharing values may form a role model for cooperative prosperity and to compete.

Questions raised by audience were answered at the end of discussion.

**Agenda 2:**

**Infrastructure and Investment – Quad’s pathways in the Indo-Pacific**

**Panelists:**

- 1.Suja K. Menon, Joint Secretary, Development Partnership Administration- 1, Ministry of External Affairs, Government of India
- 2.Clint Carmichael, Chief Operating Officer, Gujarat Pipavav Port Limited (APM Terminals)
- 3.Toru Endo, Chief Representative, Japan Bank for International Cooperation
- 4.Tijo C. Mathew, Head - Ports & Harbours Business Segment, L&T Construction
- 5.Sam Walker, Investment Director, AIFFP (Technical Adviser), Department of Foreign Affairs and Trade

Moderator: Nikita Singla, South Asia Scholar, Carnegie Endowment for International Peace

**Key Takeaways:**

The panelists deliberated on how infrastructure investment can be made together and on the key enablers and blockers. The keyword is partnership. Innovative project financing and Public Private Partnership models are required. Equal importance is to be given for investing in human capital as much as physical capital. Training and capacity building to be up scaled. A joint financing mechanism may be opted for. Harmonization in finance prevents duplication. It is vital to meet, engage and talk so that tangible pragmatic outcomes are achieved. This will help in



identifying what each partner can do so that together the region can benefit. Harmonization of rules and standards are required for facilitating smoother trade and logistics.

For better decision-making standardization of design codes and engineering integration by with input from all parties for a technical collaboration to be adopted. Also digitization and data sharing play important part.

A well laid master plan is very important when it comes to developing port. Regarding infrastructure by PPP, a base infrastructure is to be established by the Government and then private players are to be attracted so that they can make a business case out of it. It is suggested during the discussion that dialogues need to happen among QUAD on what method to be adopted when it comes to PPP.

The systemic barriers involve project governance, institutional agility and supply chain. There is lot of scope of partnership, collaboration in QUAD with respect to infrastructure investment and addressing the challenges. It is to be remembered that the ocean that separates are the oceans that connect.

Questions raised by audience were answered at the end of discussion.

### **Agenda 3**

#### **Digital Infrastructure and Next-Gen Tech**

##### **Panelists:**

1. Adam Baker, Vice President, Gnosis Freight
2. Gadi Benmoshe, MD, Marinnovators consulting & Vice chair of the Data Collaboration Committee, IAPH
3. Pradeep Jayaraman, CEO, Vizhinjam Port (APSEZ)
4. Ingvar M. Mathisen, CEO, Oslo Port
5. Sagar Kadu, Director Logistics, Ministry of Commerce and Industry, Government of India
6. Martijn Thijsen, Director Digital/Head of Global Connect, Port of Rotterdam Authority

**Moderator:** Meera Kumar, CEO, Diabos



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**Key Takeaways:**

An in-depth discussion on the Digital infrastructure and Next Gen Tech was conducted by the panelists. The discussion started by reminding me that the digitization in Rotterdam Port started as early as in 70's . Digitization data sharing augurs for improved efficiency and connectivity between the nodes. It is necessary to get away with the documents and only data sharing harmonization is required. Digitization is part of India's vision in logistic policy and is a core principle in national logistic policy. Digitization is not choice but compulsion. Earlier Port Systems were not talking to each other India causing inefficiency and delays and they were brought together by ONOP. Advantages of Automation was discussed which are improved productivity, consistency in performance, ability to plan/schedule things, improved safety, mitigation of errors and provides equal opportunities to the workforce without any physical requirements. Automation is the way to go and it is going to bring changes. Advance technologies such as use of digital twins and open API s to be considered. The panel discussed the biggest enabler and biggest blocker s with respect to digitization and employing cutting edge technologies.

Challenges involved is the number of stakeholders. Information access are to be provided to all the stakeholders. Also accessing data is a blocker as it is difficult to build a data model when no good access to data is available. Cyber security is a challenge when new technologies are employed.

Enablers are advancement is AI, Machine learning, Big data, better predictive capabilities.

**Conclusion:**

In conclusion by Partnership, Collaboration in QUAD with Transparency, Capacity Building, digitization and having a regulatory frame work with respect to infrastructure investment, Joint development of ports, adaptation in transition, upgrading skills, up scaling of resources, implementation of emerging technologies, tackling Cyber risks QUAD ports of future can be achieved sooner.

Annexure: 1. Photographs of the panel discussions













## Post Event Report: India Maritime Week 2025

### India Denmark Bilateral Meet

Venue: Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.

## 1. Executive Summary

### 1.1. About the event:

India and Denmark are strengthening their maritime partnership across government and industry. With Denmark's expertise in shipping, digitalization, and green solutions, and India's growing focus on shipbuilding, ports, and sustainable technologies, both nations are working together to realize **Maritime India Vision 2030** and **Maritime Amrit Kaal Vision 2047**. Their collaboration through the **Indo-Danish Centre of Excellence in Green Shipping** focuses on promoting efficiency and advancing green, innovative practices in the maritime sector.

### 1.2. Event Highlights:

DMA Denmark	<b>Mr. Brian Adrian Wessel</b> Director General of Danish Maritime Authority <b>Mr. Rasmus Abildgaard Kristensen</b> H.E Ambassador
DG Shipping India	<b>Shri Shyam Jagannathan,</b> Director General of Shipping <b>Shri Aniruddha Chaki</b> DDG, Int Coop <b>Capt Anish Joseph</b> Dy NA
Venue	Bombay Exhibition Centre (NESCO), Goregaon, Mumbai.
Date	29 <sup>th</sup> October, 2025

As this was a bilateral meeting between the Director General of Danish Maritime Authority and the Director-General of India, approximately 20 people were in attendance all together.

## 2. Objectives of the Event



- 2.1. The meeting between the Director General of Danish Maritime Authority and the Directorate General of Shipping focused on future collaboration and partnership.
- 2.2. To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.

### 3. Event Highlights

- 3.1. India and Denmark are deepening their maritime partnership through collaboration between government and industry. Building on Denmark's strengths in shipping, digitalization, and green technologies, and India's focus on shipbuilding, ports, and sustainability, both countries are advancing shared goals under Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047. The engagement, centered around the Indo-Danish Centre of Excellence in Green Shipping, emphasized three key themes — safety, sustainability, and training. The Director General of Shipping proposed establishing structured dialogues and a formal meeting with MoPSW to define short-, mid-, and long-term goals, and also sought international cooperation on progressing matters related to MEPC ES.2. Denmark, in turn, highlighted its concern over substandard shipping and the need for collaborative efforts to address it.

### 4. Outcomes & Key Takeaways:

- India and Denmark reaffirmed their commitment to strengthening maritime collaboration across government and industry.
- Discussions focused on three core themes — **safety, sustainability, and training** – as vital areas for future cooperation.
- The **Indo-Danish Centre of Excellence in Green Shipping** was recognized as a key platform for advancing green, efficient, and innovative maritime practices.
- The Director General of Shipping suggested initiating **structured dialogues** and a **formal meeting with the Secretary** to outline short-, mid-, and long-term goals.
- Both sides explored **international cooperation** on progressing the **MEPC ES.2** agenda.
- Denmark emphasized the issue of **substandard shipping**, underscoring the need for joint efforts to enhance global maritime standards.

### 5. Photographs & Collaterals



**6. Conclusion**



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The meeting reinforced the shared vision of India and Denmark to promote a safe, sustainable, and future-ready maritime sector. Both nations agreed to work closely through policy alignment, knowledge exchange, and institutional collaboration to drive innovation and achieve mutual goals under the Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047.



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## SESSION REPORT ON MARITIME LEADER'S CONCLAVE (OPEN FORUM WITH THE HON'BLE PM) INDIA MARITIME WEEK 2025

**Venue** : Bombay Exhibition Centre (NESCO), Goregaon, Mumbai

**Organized by:** Ministry of Ports, Shipping & Waterways (MoPSW) in collaboration with Indian Ports Association (IPA)

### 1. Executive Summary

#### 1.1 About the Event

India Maritime Week (IMW) 2025 was held from 27 to 31 October 2025 at the Bombay Exhibition Centre, Goregaon, Mumbai, organised under the aegis of the Ministry of Ports, Shipping and Waterways (MoPSW) in collaboration with the Indian Ports Association (IPA).

Themed “Uniting Oceans, One Maritime Vision,” IMW 2025 served as the Government of India’s premier global platform to showcase the country’s maritime transformation and its roadmap towards becoming a leading maritime power. The event was aligned with the national long-term strategies, the Maritime India Vision (MIV) 2030 and the Maritime Amrit Kaal Vision (MAKV) 2047, which collectively aim to drive port-led development, strengthen shipbuilding, enhance logistics efficiency and build maritime human capital.

On 29 October 2025, Hon’ble Prime Minister Shri Narendra Modi addressed the Maritime Leaders’ Conclave and chaired the Global Maritime CEO Forum during IMW 2025. In his address, the Prime Minister reaffirmed India’s resolve to emerge as a global maritime hub and highlighted that the 21st century is the century of the seas, guided by the principle of **“Vikas Bhi, Virasat Bhi”**, development anchored in heritage.

Emphasising India’s role as a beacon of resilience and stability amid global challenges, the Hon’ble Prime Minister remarked:

***“When the global seas are rough, the world looks for a steady lighthouse. India is well poised to play that role with strength and stability.”***

#### 1.2 Event Highlights



**Chief Guest:** Hon'ble Prime Minister of India, Shri Narendra Modi - Addressed the conclave and chaired the Global Maritime CEO Forum.

**Guests of Honor:**

Shri Acharya Devvrat, Hon'ble Governor of Maharashtra.  
Shri Devendra Fadnavis, Chief Minister of Maharashtra.  
Shri Sarbananda Sonowal, Union Cabinet Minister, MoPSW.  
Shri Shantanu Thakur, Union Minister of State, MoPSW  
Shri Kirti Vardhan Singh, Union Minister of State, MEA  
Shri Eknath Shinde, Dy. Chief Minister of Maharashtra  
Shri Ajit Pawar, Dy. Chief Minister of Maharashtra

**1.2.1 Total Speeches: 3**

**1.2.2 Attendees and Audience Profile**

Total Participants : 10000 (Approx.)

The Maritime Leaders' Conclave, addressed by the Hon'ble Prime Minister, witnessed participation from approximately 10,000 delegates representing India's maritime community and international partners. The audience comprised CEOs of leading global shipping companies, policymakers, innovators and representatives from over 85 countries, including Small Island Developing States (SIDS) and Least Developed Countries (LDCs).

Senior officials from the Ministry of Ports, Shipping and Waterways (MoPSW), Directorate General of Shipping (DGS), Indian Ports Association (IPA) and Shipping Corporation of India (SCI) were present, along with port authorities, shipbuilders, startups, maritime academicians and cadets from Maritime Training Institutes (MTIs).

**2. Objectives of the Event**

**2.1 Primary Objectives**

The primary objective of the Conclave was to articulate India's maritime vision for the Amrit Kaal (2022- 2047), positioning the country as a global maritime hub and a reliable partner in

resilient, sustainable supply chains. The event aimed to reinforce India's commitment to modernizing maritime governance, expanding shipbuilding and port infrastructure and strengthening its role in shaping the future of the blue economy through innovation, inclusivity and international collaboration.

## 2.2 Specific Focus Areas / Expected Outcomes

The announcements and highlights during the Conclave centred on the following focus areas:

- **Maritime Reforms and Modern Legislation:**  
Highlighting the replacement of over a century-old colonial shipping framework with modern, futuristic laws, including the Merchant Shipping Act 2025 and the Coastal Shipping Act, that empower State Maritime Boards, promote safety and sustainability and streamline digital processes under the *One Nation, One Port Process*.
- **Shipbuilding and Infrastructure Development:**  
~ ₹70000 crore national investment plan to boost domestic shipbuilding capacity, support greenfield and brownfield shipyards and create large-scale employment opportunities. Large ships have been granted infrastructure asset status, unlocking new financing avenues and reducing capital costs for Indian shipbuilders.
- **Major Port and Connectivity Projects:**  
Emphasising India's emergence as a port-led economy through projects such as the ₹76000 crore Vadhavan Port in Maharashtra, commencement of JNPT Phase 2 of the Bharat Mumbai Container Terminal and operationalisation of Vizhinjam Port, India's first deep water international trans-shipment hub.
- **Green Shipping and Energy Transition:**  
Recognising the launch of India's first megawatt-scale green hydrogen facility at Kandla Port and reaffirming the national focus on green logistics, port electrification and coastal industrial clusters aligned with India's Net-Zero 2070 commitments.
- **Efficiency and Human Capital:**  
Showcasing significant efficiency gains, container dwell time reduced to under three days and vessel turnaround time halved to 48 hours, along with India's rise



among the top three nations globally in seafarer strength, with numbers increasing from 1.25 lakh to over 3 lakh.

- **International Cooperation and Inclusive Development:**

Reiterating India's commitment to empower Small Island Developing States (SIDS) and Least Developed Countries (LDCs) through technology, training and infrastructure partnerships and to advance global connectivity through initiatives such as the India - Middle East - Europe Economic Corridor.

### 2.3 Alignment with MIV 2030 & MAKV 2047

The outcomes of the Conclave directly contribute to the strategic goals set under Maritime India Vision 2030 (MIV 2030) and Maritime Amrit Kaal Vision 2047 (MAKV 2047):

Vision Pillar	Alignment through the Conclave
<b>Port-Led Development</b>	Launch of the ₹76000 crore Vadhavan Port project; capacity expansion at JNPT Phase 2; record cargo handling and infrastructure upgrades at major ports.
<b>Shipping and Shipbuilding</b>	₹70,000 crore shipbuilding investment, infrastructure-asset status for large ships and policy support for domestic shipyards.
<b>Green &amp; Sustainable Maritime Growth</b>	Operationalisation of green hydrogen production at Kandla Port and promotion of green ports and clean logistics.
<b>Seamless Logistics &amp; Digitisation</b>	One Nation One Port Process reforms, reduction in dwell and turnaround times and modernised shipping legislation.
<b>Maritime Skill Development &amp; Human Capital</b>	Nine-fold rise in port surplus, seafarer strength tripled and creation of skilled employment through shipyard and port expansion.

### 3. Event Schedule Snapshot

Date : 29th October 2025  
 Time : 1600 HRS  
 Session : Maritime Leaders' Conclave

#### Schedule of Proceedings:

1. Introduction and Welcome by Host



2. Address by Hon'ble Union Minister of Ports, Shipping and Waterways, Shri Sarbananda Sonowal.
3. Address by Hon'ble Chief Minister of Maharashtra, Shri Devendra Fadnavis.
4. Address by Hon'ble Prime Minister, Shri Narendra Modi.
5. Conclusion & Thanks by Host.

#### 4. Event Highlights

The Maritime Leaders' Conclave, addressed by Hon'ble Prime Minister Shri Narendra Modi on 29 October 2025 during *India Maritime Week 2025*, marked a defining moment for India's maritime transformation journey. The Prime Minister's address underscored the country's emergence as a global maritime hub driven by reforms, investment and international collaboration.

##### Major Highlights and Announcements:

- **Shipbuilding and Industrial Investment:**

The Prime Minister highlighted the Government's **₹70000 crore national investment plan** to boost domestic shipbuilding capacity, support the development of greenfield and brownfield shipyards, promote long-term financing and create large-scale employment. He noted that **large ships have been granted infrastructure asset status**, unlocking new financing avenues and reducing capital costs for Indian shipbuilders.

As part of the broader initiatives showcased during **India Maritime Week 2025**, the **"Bharat Container Shipping Line"**, comprising a proposed fleet of **51 container vessels**, was also highlighted to enhance India's presence in global container trade and strengthen indigenous shipping capabilities.

- **Major Port Infrastructure Projects:**

The Hon'ble Prime Minister announced the construction of a new **port at Vadhavan, Maharashtra**, with an investment of **₹76000 crore**, positioning it among India's largest container ports. He also highlighted the **commencement of Phase 2 of the Bharat Mumbai Container Terminal (BMCT) at JNPT**, which has doubled



the terminal's handling capacity, supported by the largest FDI in India's port infrastructure from Singapore.

- **Green and Sustainable Maritime Growth:**

The Hon'ble Prime Minister highlighted the operationalisation of India's first megawatt - scale indigenous green hydrogen facility at Kandla Port, a milestone for sustainable shipping. He emphasised India's strong focus on green logistics, port electrification and coastal industrial clusters, all aligned with India's commitment to achieve Net Zero by 2070.

- **Record Achievements in Port and Waterway Operations:**

The Hon'ble Prime Minister noted that Vizhinjam Port, India's first deep-water international trans-shipment hub, is now operational and that India's major ports have handled their highest-ever cargo volumes in 2024 - 25. He also highlighted that cargo movement on inland waterways has increased by over 700 percent, with operational waterways rising from 3 to 32.

- **Modern Maritime Legislation and Governance Reforms:**

The Hon'ble Prime Minister underlined the replacement of over a century-old colonial shipping laws with modern and futuristic legislation, including the Merchant Shipping Act 2025 and the Coastal Shipping Act, which empower State Maritime Boards, strengthen safety and sustainability and advance digitalisation through the One Nation, One Port Process.

- **Operational Efficiency and Human Capital Development:**

The Hon'ble Prime Minister highlighted India's significant improvement in port performance, with average container dwell time reduced to under three days and vessel turnaround time reduced from 96 to 48 hours. He further noted that India's seafarer strength has grown from 1.25 lakh to over 3 lakh, placing India among the top three countries globally in seafarer numbers.

- **International Cooperation and Inclusive Maritime Development:**

The Hon'ble Prime Minister reaffirmed India's commitment to supporting Small Island Developing States (SIDS) and Least Developed Countries (LDCs) through technology, training and infrastructure partnerships. He also cited the India - Middle East - Europe Economic Corridor (IMEC) as an initiative that will redefine global trade routes and advance clean, smart logistics.



## Notable Quotes

- *“When the global seas are rough, the world looks for a steady lighthouse; India is well poised to play that role with strength and stability.”* - Hon'ble Prime Minister Shri Narendra Modi.
- *“In the 21st century, India’s maritime sector is advancing with great speed and energy.”* - Hon'ble Prime Minister Shri Narendra Modi.
- *“This has doubled the terminal’s handling capacity, making it India’s largest container port.”* - Hon'ble Prime Minister Shri Narendra Modi on Phase 2 of Bharat Mumbai Container Terminal at JNPT.
- *“The colonial shipping laws, over a century old, have been replaced with modern and futuristic legislation suited for the 21st century.”* - Hon'ble Prime Minister Shri Narendra Modi.
- *“India’s ports are now counted among the most efficient in the developing world and in many cases, are outperforming ports in the developed world.”* - Hon'ble Prime Minister Shri Narendra Modi.
- *“Shipbuilding is now among India’s top priorities.”* - Hon'ble Prime Minister Shri Narendra Modi.
- *“Amid global tensions, trade disruptions and shifting supply chains, India stands as a symbol of strategic autonomy, peace and inclusive growth.”* - Hon'ble Prime Minister Shri Narendra Modi.

## Sectoral Highlights :

- **Global Participation:** Over **85 countries** were represented, including CEOs of leading global shipping companies, policymakers and innovators, along with participation from **Small Island Developing States (SIDS)** and **Least Developed Countries (LDCs)**.
- **Shipbuilding Emphasis:** The Prime Minister’s address highlighted the **₹70,000 crore shipbuilding investment plan**, infrastructure status for large ships and a strong policy push to develop India as a **shipbuilding powerhouse**.



- **Green Ports and Maritime Technology:** Focus on **green hydrogen, port electrification, digitalisation and sustainable operations** to drive the maritime energy transition.
- **Inclusivity and Global Reach:** Commitment to **capacity building, technology transfer and global partnerships** to ensure equitable maritime growth and inclusive development.

## 5. Communication & Media Outreach

- **Print & Digital Media:**  
Extensive coverage was carried across leading media houses, including *The Times of India*, *Business Standard*, *The Week*, *Mid-Day*, *NDTV*, highlighting the Prime Minister's announcements on maritime reforms, shipbuilding investments and India's blue economy vision.
- **Government Channels:**  
Official communication was issued through official channels. The PIB release dated **23 October 2025** detailed the Prime Minister's address and key policy highlights.
- **Social Media & Live Broadcast:**  
The Prime Minister's address was streamed live on handles like X, YouTube and Facebook. The hashtag **#IMW2025** trended nationally, generating millions of digital impressions.
- **Public Advisory:**  
Mumbai Police and local media issued advance traffic and crowd advisories to facilitate smooth movement around the Bombay Exhibition Centre (IMW 2025 Venue).
- **Event Amplification:**  
Over 500 exhibitors and partners contributed content that was reshared across official channels, amplifying IMW 2025's digital reach and visibility.

## 6. Outcomes & Key Takeaways

- **Global Maritime Leadership Signal:**  
India reaffirmed its global maritime ambitions through major investment commitments, modern legislation and transformative infrastructure projects announced by the Hon'ble Prime Minister.
- **Shipbuilding & Industrial Growth:**  
The ₹ 70 000 crore national shipbuilding plan and the granting of



infrastructure-asset status to large vessels mark a strategic pivot to boost domestic manufacturing and employment.

- **Port-Led Development & Efficiency:**

Record cargo volumes, operationalisation of Vizhinjam Port and doubling of capacity at JNPT's BMCT Phase II underscore India's progress in port performance and logistics competitiveness.

- **Blue & Green Economy Momentum:**

The launch of India's first megawatt-scale green-hydrogen facility at Kandla Port, adoption of electric and hydrogen tugs and emphasis on port electrification demonstrate India's commitment to sustainable maritime growth.

- **Human Capital Advancement:**

With seafarer strength rising from 1.25 lakh to over 3 lakh, India now ranks among the top three nations globally, reflecting a decade of focused capacity building in maritime skills.

- **Inclusive and Global Partnerships:**

Participation from 85 + countries and India's outreach to Small Island Developing States (SIDS) and Least Developed Countries (LDCs), reinforce its role as a reliable, inclusive maritime partner.

- **Policy Continuity & Future Readiness:**

The replacement of colonial-era laws with the Merchant Shipping Act 2025 and Coastal Shipping Act, under the "One Nation, One Port Process", aligns governance with the Maritime Amrit Kaal Vision 2047.

The success of these reforms will depend on effective implementation and sustained follow-through.

## 7. Feedback Summary

High satisfaction was recorded among national and international delegates regarding the overall organisation of the event, quality of sessions and logistical arrangements. Participants appreciated the opportunity for high-level interaction and networking with global maritime leaders, industry representatives and policymakers.

Delegates also commended the thematic focus of the Maritime Leaders' Conclave on shipbuilding, sustainability and maritime reforms, noting that it effectively showcased India's growing role in global shipping and port development.

**8. Photographs**





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## 9. Conclusion

India Maritime Week 2025 marked a defining milestone in India's transformation into a global maritime power. The presence of the Hon'ble Prime Minister, coupled with landmark investment commitments, legislative reforms and broad international participation, projected a clear message of India's intent and capability to lead the global maritime agenda.

The deliberations underscored a holistic approach, advancing shipbuilding and port-led logistics, accelerating the green and blue economy and strengthening maritime skills and governance. With infrastructure status extended to large ships, new hydrogen and port-electrification initiatives and record efficiency gains across ports and waterways, India has set a decisive course for sustainable maritime growth under the ***Maritime Amrit Kaal Vision 2047***.

The coming phase will hinge on implementation, translating MoUs and announcements into actionable projects, ensuring timely delivery and sustaining operational improvements. Effective follow-through will convert this momentum into measurable progress, positioning India not merely as a maritime nation but as a maritime power of global influence.

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# MARITIME DIGITALIZATION s FUTURE TECH SUMMIT: DIGITAL TECH FORUM

<b>Date</b>	<b>30<sup>th</sup> October 2025</b>
<b>Time</b>	<b>10:00 – 13:30</b>
<b>Venue</b>	<b>Hall 4, Arabian Sea</b>
<b>Expected Audience Participation</b>	<b>200</b>

## 1. Executive Summary

### 1.1 About the event

The Digital Tech Forum 2025 in the maritime sector showcased cutting-edge advancements in Digital Twin technology, artificial intelligence (AI), and mechanized intelligence, establishing a new benchmark for port and logistics operations in India.

**1.1.1 Event Highlights:** (Include a table listing Chief Guest, Guests of Honour, Keynote Speakers, Senior Officials, Industry Representatives, International Delegations, etc. In the headings below)

#### **Panel 1: Digital and AI in Maritime (From Hype to Hard Value)**

**Graced by:** Shri R Lakshmanan (Joint Secretary, MoPSW)

Key Speakers:

- Martijn Thijsen (Director Digital, Port of Rotterdam)
- Som Dutta (Group VP Data Sciences, DP World)
- Shri Unmesh Sharad Wagh (Chairman, JNPA)
- Moderator: David Parlongue (Global Head Ports & Shipping, BCG)

#### **Panel 2: Shaping the Future for Digital and AI for India Maritime**

- Rinkesh Roy - Joint MD & CEO, JSW Infra
- Divij Taneja - CEO, Adani Logistics
- Norbert Klettner - Vice President, TIC4.0
- Moderator: Vineet Vijayavargia - Head India Transport & Infra, BCG

#### **Panel 3: Indigenous Innovation: From Local Genius to Global Maritime Advantage (**



- Gangadhar Gude - CEO, ATAI
- Shantanu Roy - CMD, BEML Ltd
- Sanjiv Jha - Principal SA, AWS
- Dr. Venkata Ramana Akkaraju - NMPA, Chairperson
- Moderator: Dhruv Lal - MDP BCG, Leading Digital in Transport & Infra

### 1.1.2 Total sessions

The forum was designed around three strategic panels featuring top industry leaders, innovators, and policymakers:

- Panel 1: Focused on deriving hard value from digital and AI adoption in maritime operations, with expert insights from Singapore, Rotterdam, DP World, JNPA, and BCG.
- Panel 2: Examined LLMs and Data Elements—delving into their potential to revolutionize predictive analysis, resource planning, and stakeholder communications within port ecosystems.
- Panel 3: Explored technology leveraging to optimize the maritime logistics landscape, spotlighting indigenous innovations, startups, and tech-driven operations for future growth.

## 2. Objectives of the Event

### 2.1 Mention the primary objectives

The Digital Tech Forum in the maritime sector was to harness advanced digital technologies specifically Digital Twin, AI, and mechanized intelligence to drive measurable improvements in operational efficiency, predictive decision-making, resource optimization, and sustainability across the entire port and logistics ecosystem. This involved establishing a common data foundation, standardizing KPIs, enabling real-time monitoring, and integrating predictive analytics to transform ports from reactive responders to proactive, data-driven organizations.

#### 2.1.1 Specific focus areas / expected outcomes.

- To enable real-time situational awareness and performance benchmarking through unified digital twins and dashboards.



- To use AI and analytics to forecast disruptions, optimize asset and resource allocation, and automate routine maritime and logistics functions, thus reducing costs and improving reliability.
- To foster collaborative data ecosystems, ensuring that all stakeholders operate from a single source of truth, thereby increasing transparency, compliance, and operational agility

### 2.1.2 Alignment with Maritime Vision- MIV 2030 and MAKV 2047

The Digital Tech Forum’s emphasis on collaboration, data integration, and scalable digital architecture creates a seamless bridge between today’s operational targets and the long-term ambitions of MIV 2030 and MAKV 2047. Its multi-stakeholder approach and focus on indigenous innovation position India to deliver on both near-term efficiency and future global leadership in the maritime sector.

All these outcomes ensure the forum’s objectives and actions are directly supportive of national maritime visions, supporting policy mandates and delivering tangible progress on modernization, competitiveness, and sustainability.

## 3. Event Schedule Snapshot

### 3.1 Time-wise agenda including major sessions and activities

Time	Session	Duration	Details
10:00-10:10 AM	Welcome Address	10 min	Opening remarks
10:10-10:40 AM	Fireside Chat / Keynote	30 min	Address by Hon’ble Cabinet Minister
10:40-11:00 AM	Digital Twin: India’s Ports of the Future	20 min	Discussion on smart port digital twins
11:00-11:45 AM	Panel 1: Digital and AI in Maritime	45 min	Moving from hype to measurable value
11:45-11:55 AM	Networking / Tea Break	10 min	Informal exchanges
11:55-12:40 PM	Panel 2: Future of Digital & AI	45 min	Collaboration opportunities in India’s maritime digital ecosystem

12:40-1:25 PM	Panel 3: Indigenous Innovation	45 min	Leveraging Indian technology for global maritime advantage
1:25-1:30 PM	The Way Forward & Vote of Thanks	5 min	Closing remarks .

## 4. Event Highlights

### 4.1 Summarize key moments, announcements, and significant remarks. Include notable quotes

BCG has launched **DigiBandar**, a digital twin platform designed to foster the digital transformation of the maritime landscape. Digi Bandar aims to create a comprehensive, integrated digital representation of port operations and logistics, leveraging real-time data from IoT devices, external APIs, and sensor networks to build a dynamic and interactive digital twin of the entire maritime ecosystem.





## 5. Communication & Media Outreach



# DIGITAL TECH FORUM

Reimagining Maritime Powered by Digital, AI, and Bold Innovation

LOCATION  
Bombay Exhibition Center, Mumbai

DATE  
**30th**  
**October**  
**2025**

### JOIN US

For high-impact keynotes and CXO panels

#### Registration Details



<https://imw.org.in/>

#### How to Reach



<https://imw.org.in/imw/how-to-reach/>



#### Digital and AI in Maritime : From Hype to Hard Value

Explore how ports are moving beyond pilots to real impact, with proven use cases and lessons from early adopters



#### Autonomous & Semi-Autonomous Maritime Ops : Vision or Reality?

What it takes to make autonomy real — R&D progress, operational models, and global collaborations



#### Scaling Secure, Resilient Digital Infrastructure

Strategies to build scalable, cyber-resilient, and future-ready systems that ensure trust, continuity, and growth



#### India's Digital Port Playbook : A look into the Future

A bold blueprint for smart, predictive, and globally competitive ports, tailored to India's scale and growth ambitions



#### Indigenous Ecosystems : From Local Genius to Global Advantage

Discover how local startups and investors and industry players can build smart maritime ecosystems that set new global benchmarks

Powered By:  

## 6. Outcomes & Key Takeaways

Key Outcomes and Takeaways from the Digital Tech Forum in the maritime sector are as follows:

1. **Acceleration of Digital Transformation:** The forum marked a significant step towards integrating Digital Twin technology, AI, and mechanised intelligence in Indian ports, accelerating the shift from reactive to predictive, optimized port operations.
2. **Digi Bandar Platform Launch:** BCG unveiled Digi Bandar, a comprehensive digital twin blueprint for Indian ports that consolidates multiple data streams into real-time operational insights, enabling effective resource allocation, dynamic berth scheduling, and enhanced situational awareness.
3. **Real-Time KPI Tracking:** Over 30 KPIs covering safety, emissions, vessel and cargo handling, dock equipment usage, and yard management are now tracked live, facilitating performance benchmarking and root cause analysis.
4. **Proof of Concept Demonstrations:** Successful PoCs at JNPA and NNPA demonstrated just-in-time (JIT) vessel operations with predictive ETA/ETD, smart pilot units for collision avoidance, and dynamic alerts on vessel delays, showcasing scalable digital solutions.
5. **Collaborative Ecosystem and MoUs:** Strong engagement with startups and tech providers resulted in multiple MoUs targeting AI-based port automation, drone inspections, berth allocation, trailer movement optimization, and environmental monitoring—all supporting indigenous innovation.
6. **Strategic Alignment with National Visions:** The forum's objectives and deployments align closely with Maritime India Vision (MIV 2030) and Maritime Amrit Kaal Vision (MAKV 2047), emphasizing smart infrastructure, sustainability, digital ecosystems, and global competitiveness.
7. **Enhanced Maritime Safety and Sustainability:** The use of AI and digital twins enables proactive asset maintenance, emissions tracking, energy use optimization, and enhanced safety response times.
8. **Pathway to Global Leadership:** The combined insights and technologies position India's maritime sector for next-generation operations, improving efficiency, reducing emissions, enhancing resilience, and fostering an innovation-driven ecosystem.

In summary, the Digital Tech Forum catalyzes India's maritime digital journey with actionable technology deployments, stakeholder alignment, and strategic foresight that together pave the way toward efficient, green, and globally competitive port ecosystems.

## 7. Feedback Summary

Mr. Bhanu Pratap Singh is a SEED Consultant at DG Shipping, specializing in IT and e-Governance initiatives in the maritime sector. His professional background combines advanced consultancy in maritime infrastructure with strategy and digital transformation across government, rail logistics, and shipping domains.

"The Digital Tech Forum has been a valuable platform that brought together key stakeholders to explore the integration of cutting-edge technologies like digital twins, AI, and mechanised intelligence in the maritime sector. The discussions highlighted promising advancements and demonstrated proof-of-concept projects that show tangible benefits in port efficiency, safety, and sustainability. The launch of initiatives such as BCG's Digi Bandar exemplifies the sector's progress toward digital transformation.

However, the journey ahead requires continuous collaboration among government bodies, industry players, and tech innovators to address challenges related to data standardization, interoperability, and scalability. As we align these efforts with the Maritime India Vision 2030 and the Maritime Amrit Kaal Vision 2047, it will be essential to maintain a focus on indigenous innovation, regulatory harmonization, and workforce readiness to realize the full potential of digital maritime ecosystems."

## 8. Photographs & Collaterals





## 9. Conclusion

In conclusion, the forum not only showcased the state-of-the-art in maritime digitalization but also laid a strategic foundation for India’s emergence as a smart, secure, and future-ready maritime nation by 2047, supporting economic growth and national security imperatives.

## 10. Annexures

Time	Session	Duration	Details
10:00–10:10 AM	Welcome Address	10 min	Opening remarks
10:10–10:40 AM	Fireside Chat / Keynote	30 min	Address by Hon’ble Cabinet Minister
10:40–11:00 AM	Digital Twin: India’s Ports of the Future	20 min	Discussion on smart port digital twins
11:00–11:45 AM	Panel 1: Digital and AI in Maritime	45 min	Moving from hype to measurable value
11:45–11:55 AM	Networking / Tea Break	10 min	Informal exchanges
11:55–12:40 PM	Panel 2: Future of Digital & AI	45 min	Collaboration opportunities in India’s maritime digital ecosystem
12:40–1:25 PM	Panel 3: Indigenous Innovation	45 min	Leveraging Indian technology for global maritime advantage
1:25–1:30 PM	The Way Forward & Vote of Thanks	5 min	Closing remarks .

## Post Event Report: India Maritime Week 2025

Event Title: Corridors: Unlocking Trade through Strategic Connectivity

Venue: Bombay Exhibition Centre (NESCO), Goregaon, Mumbai

Organised by: Indian Ports Association (IPA) in collaboration with DP World

### 1. Executive Summary

#### 1.1 About the Event

The event Maritime Corridors: Unlocking Trade through Strategic Connectivity convened senior officials, industry leaders and maritime experts to deliberate on India's growing role in shaping regional and global trade corridors. Discussions focused on multimodal integration, port-led growth, and the need for resilient logistics systems capable of sustaining global trade during disruptions. The sessions also explored digital transformation, sustainable financing, and collaborative models essential to operationalising large-scale corridor projects.

#### 1.2 Event Highlights

Chief Guest	Shri. T.K. Ramachandran
Panel 1 Speakers	Ms. Indrani Bagchi (Moderator), H.E. Mr. Walter Ferrara, Dr. Sanjeev Ranjan, Mr. Gopal Krishna, Mr. Rizwan Soomar
Panel 2 Speakers	Ms. Priyam Gandhi Mody (Moderator), Mr. Sushil Kumar Singh, Mr. T.K. Ramachandran, Mr. Vinod Giri, Mr. Rahul Mithal, Mr. Ganesh Raj, Dr. Luca Abatello, Mr. Shubhendu Kumar
Organiser	DP World
Venue	Hall No. 4, Yellow Sea Conference Room
Date	30 October 2025
Total Sessions	Two (Panel Discussion 1 and 2)

Approx. 100 participants attended, including senior officials from MoPSW, port authorities, logistics companies and research institutions. The audience represented a balanced mix of government, private sector, and international delegates.

### 2. Objectives of the Event

- To discuss India's evolving role in global maritime connectivity and trade resilience.
- To identify strategies for integrating maritime, rail, road, and inland waterways into unified logistics corridors.
- To align discussions with the strategic priorities of Maritime India Vision 2030 and Amrit Kaal Vision 2047.



### 3. Event Schedule Snapshot

Panel Discussion 1: Reimagining Maritime Corridors to Unleash Trade Connectivity.

Moderator: Ms. Indrani Bagchi

Speakers: H.E. Mr. Walter Ferrara, Dr. Sanjeev Ranjan, Mr. Gopal Krishna, Mr. Rizwan Soomar

Panel Discussion 2: Building Resilient Supply Chains through Maritime and Multimodal Trade Corridors Moderator: Ms. Priyam Gandhi Mody

Speakers: Mr. Sushil Kumar Singh, Mr. T.K. Ramachandran, Mr. Vinod Giri, Mr. Rahul Mithal, Mr. Ganesh Raj, Dr. Luca Abatello, Mr. Shubhendu Kumar.

### 4. Event Highlights

#### Panel Discussion 1: Reimagining the Maritime Corridors to Unleash Trade and Connectivity

The opening session of the day Reimagining the Maritime Corridors to Unleash Trade and Connectivity laid a strong intellectual foundation for the event. It focused on how maritime linkages are becoming the backbone of modern trade and the catalysts of regional cooperation. The discussion revolved around the **India–Middle East–Europe Corridor (IMEC)** a transformative initiative expected to redefine global logistics, diversify trade dependencies, and create new pathways for sustainable economic growth.

Moderated by **Ms. Indrani Bagchi**, Chief Executive Officer of the Ananta Centre, the panel featured an accomplished lineup of speakers **H.E. Mr. Walter Ferrara, Dr. Sanjeev Ranjan, Mr. Gopal Krishna, and Mr. Rizwan Soomar**. The dialogue brought together diplomatic, policy, and industry perspectives, offering a multi-dimensional view of how maritime corridors can serve as engines of both trade and development.

**Dr. Sanjeev Ranjan** outlined how IMEC’s integrated model of rail, maritime, and digital connectivity represents a shift from traditional corridor planning to a more systemic and outcome oriented approach. He described IMEC as a “strategic enabler” that connects economies rather than just ports, and drew attention to the corridor’s potential to stimulate industrial clusters, manufacturing zones, and regional value chains.

**Mr. Rizwan Soomar**, representing the industry viewpoint, emphasised the private sector’s pivotal role in converting the corridor vision into tangible infrastructure. He noted that collaboration between public authorities and private players is vital for building capacity, accelerating timelines, and driving innovation in logistics and technology.

**H.E. Mr. Walter Ferrara** provided a European outlook, stating that IMEC should be viewed as a complementary corridor that strengthens inter-regional cooperation rather than competing with existing trade routes. He underscored the importance of integrating data systems and digital



infrastructure with physical logistics, which will enhance visibility and efficiency in cross-border operations.

Adding an analytical dimension, **Dr. Gopal Krishna** differentiated between trade corridors which primarily move goods and economic corridors, which trigger long-term industrial and developmental outcomes. He suggested that IMEC's true value lies in its ability to generate regional prosperity by encouraging multi-country production networks and technology transfer.

The session concluded with consensus that connectivity today is as much about resilience as it is about speed. The panelists agreed that successful corridor implementation would require harmonised standards, interoperable digital systems, predictable governance mechanisms, and steady investment flows. The discussions collectively framed IMEC as more than an infrastructure initiative a shared developmental partnership capable of transforming regional trade architecture.

### **Panel Discussion 2: Building Resilient Supply Chains through Maritime and Multimodal Trade Corridors**

The second session Building Resilient Supply Chains through Maritime and Multimodal Trade Corridors shifted the focus from conceptual frameworks to implementation. Moderated by **Ms. Priyam Gandhi Mody**, the panel brought together policymakers, senior administrators, and industry executives including **Mr. T.K. Ramachandran**, **Mr. Sushil Kumar Singh**, **Mr. Vinod Giri**, **Mr. Rahul Mithal**, **Mr. Ganesh Raj**, **Dr. Luca Abatello**, and **Mr. Shubhendu Kumar**.

The discussion underscored that maritime connectivity lies at the heart of every resilient trade corridor. **Mr. Ramachandran** emphasised that India's maritime sector is not merely a facilitator of trade but a strategic lever of national growth. He spoke about the Ministry's vision to build an integrated logistics ecosystem under Maritime India Vision 2030 and Maritime Amrit Kaal Vision 2047, with ports functioning as multi-modal hubs seamlessly connected to hinterland production and consumption centres.

**Mr. Vinod Giri** and **Mr. Rahul Mithal** expanded on the operational aspects of multimodal integration. They highlighted ongoing connectivity projects under PM Gati Shakti that are addressing critical gaps between ports, rail, and road networks. Over 180 such projects worth ₹2.5 lakh crore are currently underway, each aimed at reducing logistics costs, enhancing cargo movement efficiency, and improving last mile connectivity.

The panel also focused on the digital transformation reshaping maritime trade. **Mr. Shubhendu Kumar** noted that the **Port Community System** has emerged as the backbone of India's digital logistics infrastructure, handling more than 95% of EXIM documentation online. This has not only streamlined processes but also fostered transparency, predictability, and data-driven decision making across stakeholders.

On the global front, **Dr. Luca Abatello** and **Mr. Ganesh Raj** shared international experiences on adopting green logistics, automation, and digital twins to boost efficiency and sustainability. They stressed that India's maritime growth must align with environmental responsibility and global



climate commitments, recommending initiatives such as shore power facilities, LNG bunkering infrastructure, and low-emission vessel technology.

Throughout the discussion, there was strong agreement that strengthening India's supply chain resilience requires a threefold approach physical infrastructure, digital integration, and institutional coordination. The panel proposed a phased roadmap:

1. Mapping existing infrastructure and identifying connectivity bottlenecks.
2. Launching pilot multimodal corridors with interoperable digital systems.
3. Expanding corridor networks nationwide while integrating green technologies and unified standards.

The speakers emphasised that this transformation is not purely infrastructural but strategic aimed at positioning India as a central node in global value chains. The session also highlighted the need for consistent policy continuity, data sharing frameworks, and public private partnerships to sustain momentum.

In conclusion, the panel reinforced that India's maritime vision is no longer limited to port development. It now encompasses creating integrated, technology driven trade ecosystems that can withstand global disruptions while advancing environmental sustainability. The discussion reflected a confident, forward-looking approach one where India's coastline, ports, and connectivity projects collectively form the backbone of a new, resilient global trade order.

## **5. Outcomes & Key Takeaways**

- Strengthening multimodal integration across maritime, rail, and inland waterways.
- Adopting unified digital platforms and harmonised operational standards.
- Recognising trade corridors as strategic assets for regional and global competitiveness.
- Mobilising private investment through PPPs and blended finance mechanisms.
- Advancing sustainable and low carbon logistics practices aligned with MIV 2030.

## **6. Feedback Summary**

Participants commended the quality of discussions and the representation of both government and industry leaders. Suggestions included allocating more time for interactive dialogue and forming a task group to monitor implementation of identified strategies.

## **7. Photographs & Collaterals**



## 8. Conclusion

Attending Maritime Corridors: Unlocking Trade through Strategic Connectivity offered valuable insight into how India is positioning itself as a key player in shaping the future of global trade corridors. The discussions felt timely and relevant, especially as the country works toward integrating its ports, logistics systems, and digital networks into a unified ecosystem. What stood



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out was the shared optimism across government and industry that India can lead by example through collaboration, innovation, and strategic foresight.

Both sessions provided depth the first highlighting the vision behind new trade routes like the India Middle East Europe Corridor, and the second focusing on the operational and digital frameworks needed to make such corridors work in practice. The conversations went beyond policy talk, they reflected a genuine effort to connect ideas with execution.

From the exchanges, it was clear that achieving seamless multimodal connectivity and sustainable logistics will require strong institutional alignment, private investment, and steady policy support. The event left a strong impression that India's maritime future depends on how well we integrate efficiency with resilience ensuring that our corridors not only move goods faster but also strengthen long term economic and regional partnerships.



# DG SHIPPING MOU SIGNING EVENT REPORT

OCTOBER 2025

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## **1. Executive Summary**

The Directorate General of Shipping (DG Shipping) hosted a landmark Memorandum of Understanding (MoU) signing ceremony that marked a defining moment in India's maritime journey. This historic event brought together a diverse array of stakeholders from across the maritime ecosystem ranging from shipowners and port developers to training institutions and technology providers under a unified vision for maritime excellence.

A total of 76 MoUs were signed, collectively representing an investment commitment exceeding ₹50,000 crore. This far surpassed initial expectations and stands as a testament to the growing confidence in India's maritime potential. The agreements spanned critical areas such as vessel acquisition, shipyard infrastructure development, maritime education and training, green shipping technologies, and port connectivity.

More than a ceremonial gathering, the event served as a strategic platform to catalyze collaboration, innovation, and long-term partnerships. It underscored the government's commitment to building a future-ready maritime ecosystem that is globally competitive, environmentally sustainable, and socially inclusive. The MoUs are expected to play a pivotal role in advancing the objectives of the Blue Economy, while aligning seamlessly with national frameworks such as the Maritime India Vision (MIV) 2030 and Amrit Kaal Vision (MAKV) 2047.

This collective effort reflects a shared aspiration to transform India into a global maritime hub through coordinated action, strategic investment, and a steadfast focus on capacity building and innovation.

### **1.1. About the event**

The event was organized by DG Shipping and brought together shipowners, logistics companies, and academic institutions to sign 76 MoUs aimed at enhancing India's maritime ecosystem. The ceremony began with a warm welcome to dignitaries, industry representatives, and academic partners. The Master of Ceremonies emphasized the significance of these MoUs as instruments of collaboration, innovation, and shared growth.

In addition to the Director General of Shipping, Shri Shyam Jagannathan, the event was graced by other senior officials from DG Shipping who played a key role in the signing process. These included Shri Sushil Khopde, Additional Director General of Shipping; Shri Ajith Sukumaran, Chief Surveyor; Capt. Abul Kalam Azad, Nautical Advisor; and Shri Pradeep Sudhakaran, Chief Ship Surveyor.

## 1.2. Event Highlights:

Category	Details
Chief Guest	Shri Shyam Jagannathan, Director General of Shipping
Keynote Speaker	Shri Shyam Jagannathan
Industry Representatives	Leading shipowners, logistics firms
Academic Institutions	Maritime universities and colleges
Total MoUs Signed	76
Total Investment	₹50,000+ crores

The event commenced with a powerful and visionary keynote address by Shri Shyam Jagannathan, Director General of Shipping, whose words set an ambitious and forward-looking tone for the proceedings. He began by acknowledging the extraordinary success of the MoU signing ceremony, which not only met but dramatically exceeded expectations. What was initially envisioned as a ₹10,000 crore investment milestone culminated in a staggering commitment of over ₹50,000 crore—an achievement that redefined the scale of ambition for India’s maritime sector and underscored the growing confidence of stakeholders in the country’s maritime potential.

Shri Jagannathan emphasized the strategic centrality of India’s maritime domain, describing it as a cornerstone of national economic resilience and a vital enabler of global trade competitiveness. He articulated that the oceans surrounding India are not just geographical features but powerful economic corridors that must be harnessed with vision, responsibility, and innovation. Maritime development, he asserted, is no longer a sectoral aspiration but a national imperative—one that aligns with India’s broader developmental goals and its emergence as a global economic powerhouse.

Drawing inspiration from the Hon’ble Prime Minister’s vision, the Director General highlighted the transformative promise of the Blue Economy. He described it as a sustainable and inclusive growth model that integrates economic development with ecological preservation. By leveraging the vast potential of marine resources, the Blue Economy offers a pathway to uplift coastal communities, protect marine biodiversity, and drive environmentally responsible industrialization.

Delving into the substance of the 76 MoUs signed during the event, Shri Jagannathan outlined several key thematic pillars:

- **Fleet Modernization:** Strategic investments in the acquisition of state-of-the-art vessels to expand India’s shipping capacity and enhance operational efficiency.
- **Shipbuilding and Repair Infrastructure:** Development of robust shipyard ecosystems to foster indigenous manufacturing, reduce reliance on foreign facilities, and generate employment.
- **Green Shipping Technologies:** Emphasis on decarbonization and the adoption of sustainable maritime practices to align with global environmental commitments.

- **Integrated Port and Logistics Connectivity:** Strengthening multimodal transport linkages to streamline cargo movement, reduce logistics costs, and improve supply chain resilience.
- **Maritime Education and Innovation:** Establishing academic and industry partnerships to nurture a skilled workforce, promote research, and drive technological innovation in maritime domains.

In his concluding remarks, Shri Jagannathan issued a compelling call to action. He urged all stakeholders—industry leaders, academic institutions, policymakers, and regulatory bodies—to view these MoUs not as ceremonial formalities, but as dynamic instruments of change. He emphasized the importance of accountability, collaboration, and sustained momentum to ensure that these agreements translate into measurable outcomes. By fostering a culture of execution and innovation, he affirmed, India can not only meet but exceed its maritime aspirations, positioning itself as a formidable and future-ready maritime nation on the global stage.

## 2. Event Schedule Snapshot

Time	Agenda Item
09:00 – 09:05	Introduction by MC
09:05 – 09:10	Welcome Address by Director General of Shipping, Shri. Shyam Jagannathan I.A.S
09:10 – 10:55	Exchange of MoUs
10:55 - 11:00	Vote of Thanks by Dy. Director General of Shipping, Dr. Sudhir Kohakade I.R.S

## 3. Objectives of the Event

The primary objective of the event was to catalyze strategic partnerships and mobilize substantial investments aimed at transforming India’s maritime landscape. This includes:

- **Maritime Infrastructure Development:** Encouraging the modernization and expansion of ports, shipyards, and marine clusters to enhance operational efficiency, connectivity, and global competitiveness.
- **Fleet Expansion:** Supporting the acquisition of advanced vessels such as ferries, catamarans, and cargo ships to strengthen India’s shipping capacity and meet growing domestic and international demand.
- **Green Shipping Initiatives:** Promoting sustainable maritime practices through the adoption of eco-friendly technologies, alternative fuels, and carbon-reduction strategies, in alignment with global environmental standards.
- **Skill Development and Academic Collaboration:** Establishing robust partnerships with academic institutions to nurture a skilled maritime workforce, foster research and innovation, and ensure long-term human capital development.

### 3.1. Alignment with Maritime Vision– MIV 2030 N MAKV 2047

The comprehensive and multi-pronged approach adopted through the signing of 76 MoUs is a strategic step toward realizing India’s long-term maritime ambitions. These initiatives are not isolated efforts but are deeply aligned with the broader national frameworks of the Maritime India Vision (MIV) 2030 and the Amrit Kaal Vision (MAKV) 2047. Together, these visions chart a transformative roadmap for India’s emergence as a global maritime leader.

MIV 2030 envisions a future where India’s ports and shipping infrastructure are world-class, technologically advanced, and environmentally sustainable. The MoUs directly contribute to this vision by promoting investments in modern vessel acquisition, green shipping technologies, port modernization, and enhanced multimodal connectivity. These efforts are expected to significantly reduce logistics costs, improve cargo handling efficiency, and position Indian ports as competitive global trade hubs.

Simultaneously, the alignment with MAKV 2047 reflects a forward-looking commitment to building a resilient, inclusive, and future-ready maritime ecosystem. The focus on maritime education, skill development, and innovation ensures that India’s human capital is equipped to lead in a rapidly evolving global maritime landscape. The emphasis on sustainability, digital transformation, and indigenous capacity-building further reinforces India’s strategic autonomy and economic self-reliance.

By integrating economic growth with environmental responsibility and social inclusion, these MoUs serve as foundational pillars in India’s journey toward a robust Blue Economy. They not only address immediate sectoral needs but also lay the groundwork for long-term national prosperity, in line with the aspirations of MIV 2030 and MAKV 2047.

## 4. Overview of Signed Memoranda of Understanding

The event achieved a remarkable milestone, as the MoU signing ceremony resulted in investment commitments that far exceeded expectations. While the original target was ₹10,000 crores, the total commitments surpassed ₹50,000 crores, establishing a new benchmark for India’s maritime sector. The total number for which MoUs were signed for various sectors came upto a total of Rs. 51,690.76 crores.

Category	Value (Rs. Crores)
Crew related MoUs	1,581.50
Training related MoUs	1,759.50
Ship Building/ Shipping development MoUs	38,785.50
Infrastructure development & Technology MoUs	9,564.26

<b>Total</b>	<b>51,690.76</b>
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MoU 1 signifies a landmark agreement between the Directorate and INSA, focusing on the area of Shipping Development. This collaboration, valued at ₹26000 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Sanmar Shipping has entered into an MoU under the category of In the areas of, Vessel Aquisition and Fleet Expansion, Development and operation of existing terminals, new shipbuilding projects, committing an investment of ₹3390 crore.

The 3th MoU was signed with Chowgule, targeting the domain of Shipyards Infrastructure Development. This partnership, worth ₹2500 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Ganges Shipyard, emphasizing Shipyards Infrastructure Development as a critical area of focus. The agreement involves a substantial financial outlay of ₹1999 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, M2M Ferries pledged ₹1500 crore through an MoU in the field of Connect the Seaports of the West Coast Of India, marking the 5th such collaboration in this strategic endeavor.

MoU 6 signifies a landmark agreement between the Directorate and castle ship management pvt. ltd., focusing on the area of Vessel Aquisition. This collaboration, valued at ₹1500 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Seamec Ltd has entered into an MoU under the category of Vessel Aquisition, committing an investment of ₹1000 crore.

The 8th MoU was signed with Seven Island Shipping Company Pvt. Ltd., targeting the domain of Aquisition of Vessels of approx. 420000 DWT. This partnership, worth ₹1000 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Trespure Harvest Shipping Pvt. Ltd, Chennai, emphasizing Purchase of ships bulk carriers and container ships. The agreement involves a substantial financial outlay of ₹1000 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Sima Marine India Pvt Ltd pledged ₹970 crore through an MoU in the field of Crew Management, marking the 10th such collaboration in this strategic endeavor.

MoU 11 signifies a landmark agreement between the Directorate and Apeejay Shipping Limited, focusing on the area of Purchase of vessels. This collaboration, valued at ₹800 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, KNK Ship Management & Indian Shipyard has entered into an MoU under the category of Port operations, ship management and maritime training, committing an investment of ₹800 crore.

The 13th MoU was signed with Ocean Sparkle Ltd (Adani Shipping), targeting the domain of Shipping Development. This partnership, worth ₹700 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Underwater Services Company Limited, emphasizing Purchase of vessels as a critical area of focus. The agreement involves a substantial financial outlay of ₹615 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Varren Marines Shipping pledged ₹550 crore through an MoU in the field of Maritime Training & Ship Management, marking the 15th such collaboration in this strategic endeavor.

MoU 16 signifies a landmark agreement between the Directorate and SHM Shipcare private limited, focusing on the area of Shipyards Infrastructure Development. This collaboration, valued at ₹509 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Arya Tanker Pvt. Ltd has entered into an MoU under the category of Vessel Aquisition, committing an investment of ₹500 crore.

The 18th MoU was signed with Shoft Shipyard, targeting the domain of Shipyards Infrastructure Development. This partnership, worth ₹500 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with ABS Marine, emphasizing Procument of offshore supply vessels DP2 and High speed harbour patrol boat as a critical area of focus. The agreement involves a substantial financial outlay of ₹400 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Tisha Ship Management pledged ₹363 crore through an MoU in the field of Multimodal transportation, ship management, crew management, technical management services, water transport, vessel leasing, ship building, ship repair, bunkering services, dredging etc., marking the 20th such collaboration in this strategic endeavor.

MoU 21 signifies a landmark agreement between the Directorate and M/s Maritime Nexus Shipping Pvt. Ltd., Kakinada, focusing on the area of Purchase of New Ships. This collaboration, valued at ₹300 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Synergy Shipbuilders N Dockworks Ltd has entered into an MoU under the category of Shipyards Infrastructure Development, committing an investment of ₹300 crore.

The 23th MoU was signed with Arcelor Mittal, manager- Ozellar Marine, targeting the domain of Construction 5 mini bulk carriers with 6 m draft. This partnership, worth ₹255 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Titagarh Wagon Shipyard, emphasizing Shipyards Infrastructure Development as a critical area of focus. The agreement involves a substantial financial outlay of ₹500 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Mat Marine Services Pvt Ltd, Kakinada pledged ₹240 crore through an MoU in the field of New Ships building & Ship Yard, marking the 25th such collaboration in this strategic endeavor.

MoU 26 signifies a landmark agreement between the Directorate and JT Marine Creative Maritime Services LLP, focusing on the area of Purchase of New Ships. This collaboration, valued at ₹230 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Bapu's Shipping Jamnagar Pvt Ltd has entered into an MoU under the category of Shipyards Infrastructure Development and ship construction, committing an investment of ₹200 crore.

The 28th MoU was signed with ITT Lines Pvt Ltd, targeting the domain of Procurement of Coastal operation vessels . This partnership, worth ₹200 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Das Offshore, emphasizing Shipyards Infrastructure Development as a critical area of focus. The agreement involves a substantial financial outlay of ₹200 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Atrey Shipyard pledged ₹200 crore through an MoU in the field of Shipyards Infrastructure Development, marking the 30th such collaboration in this strategic endeavor.

MoU 31 signifies a landmark agreement between the Directorate and San Marine, focusing on the area of Shipyards Infrastructure Development. This collaboration, valued at ₹200 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Praka Engineering Shipyard has entered into an MoU under the category of Shipyards Infrastructure Development, committing an investment of ₹200 crore.

The 33th MoU was signed with Arcelor Mittal , manager- Ozellar Marine, targeting the domain of Procurement of coastal operation vessels . This partnership, worth ₹170 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Seaborne Ship Management Private Limited, an Incubated Centre of the School of Maritime Studies, Centurion University of Technology and Management, Odisha, emphasizing maritime skill development as

a critical area of focus. The agreement involves a substantial financial outlay of ₹150 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, BNT Boat Craft pledged ₹150 crore through an MoU in the field of Shipyards Infrastructure Development, marking the 35th such collaboration in this strategic endeavor.

MoU 36 signifies a landmark agreement between the Directorate and M/s Vinayak Marine Services Pvt Ltd, focusing on the area of Vessel Acquisition. This collaboration, valued at ₹125 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, ASK Tankers India Pvt Ltd has entered into an MoU under the category of Purchase of 3000 GT Tanker, committing an investment of ₹120 crore.

The 38th MoU was signed with Shubham Freight Carriers India Pvt, Ltd. targeting the domain of Purchase of vessels, passenger ferries, general cargo vessel, restaurant vessel. This partnership, worth ₹100 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Shreeji Shipping Global Limited, emphasizing 2 units of RSV Type IV and 2 units of RSV Type II vessels as a critical area of focus. The agreement involves a substantial financial outlay of ₹100 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Sealink Adventures India Pvt Ltd pledged ₹100 crore through an MoU in the field of New Indian built catamarans, marking the 40th such collaboration in this strategic endeavor.

MoU 41 signifies a landmark agreement between the Directorate and MAK Logistics Pvt Ltd, focusing on the area of New passenger ferry. This collaboration, valued at ₹100 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Itajai Marine Pvt Ltd has entered into an MoU under the category of Shipyards Infrastructure Development, committing an investment of ₹100 crore.

The 43th MoU was signed with Sensea Educational Trust, targeting the domain of Training & skill development. This partnership, worth ₹88 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Dockendale Ship Management FZCO, emphasizing Maritime Education and Training as a critical area of focus. The agreement involves a substantial financial outlay of ₹80 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, GFPL Shipyard & Dry Dock pledged ₹76.26 crore through an MoU in the field of Shipyards Infrastructure Development and ship construction, marking the 45th such collaboration in this strategic endeavor.

MoU 46 signifies a landmark agreement between the Directorate and Triton Blue, focusing on the area of Shipyards Infrastructure Development. This collaboration, valued at ₹61 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Marine Frontiers Shipyard has entered into an MoU under the category of Shipyards Infrastructure Development, committing an investment of ₹60 crore.

The 48th MoU was signed with Shanti Sagar International Dredging Limited, Ahmedabad, targeting the domain of Purchase of One Dredger. This partnership, worth ₹50 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Samudra Shipyard, emphasizing Shipyards Infrastructure Development as a critical area of focus. The agreement involves a substantial financial outlay of ₹50 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Dhariya Marine pledged ₹50 crore through an MoU in the field of Shipyards Infrastructure Development, marking the 50th such collaboration in this strategic endeavor.

MoU 51 signifies a landmark agreement between the Directorate and Velocity Shipbuilders, focusing on the area of Shipyards Infrastructure Development. This collaboration, valued at ₹50 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Marino Industries and Infrastructures has entered into an MoU under the category of Shipyards Infrastructure Development, committing an investment of ₹50 crore.

The 53th MoU was signed with Fleet Personnel Manager, Aza Shipping Pvt Ltd, targeting the domain of Minor port development in Ratnagiri district near Katala backwaters. This partnership, worth ₹45 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with SSR Marine Services Pvt Ltd, emphasizing Shipyards Infrastructure Development and ship construction as a critical area of focus. The agreement involves a substantial financial outlay of ₹45 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Maersk Fleet Management and Technology India Pvt. Ltd pledged ₹28 crore through an MoU in the field of maritime skill development, marking the 55th such collaboration in this strategic endeavor.

MoU 56 signifies a landmark agreement between the Directorate and M/s Abyssal Marine, focusing on the area of 2 nos. of High-Speed Craft each of (20pax) This collaboration, valued at ₹20 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, Artson has entered into an MoU under the category of Shipyards Infrastructure Development, committing an investment of ₹15 crore.

The 58th MoU was signed with Kitbit digital solutions, targeting the domain of XR Technologies Development. This partnership, worth ₹15 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Imost Academy (India) Pvt Ltd, emphasizing Maritime Training & Ship Management as a critical area of focus. The agreement involves a substantial financial outlay of ₹10 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, JBS Marine pledged ₹10 crore through an MoU in the field of Manning ship repair and maintenance, ship building, marking the 60th such collaboration in this strategic endeavor.

MoU 61 signifies a landmark agreement between the Directorate and HIMT, focusing on the area of 3D Video development. This collaboration, valued at ₹10 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, KITBIT Digital Solutions has entered into an MoU under the category of Simulator Development, committing an investment of ₹9 crore.

The 63th MoU was signed with Synergenius Growth Private Limited, targeting the domain of Financial wellness for seafarers. This partnership, worth ₹6 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with The Company of Master Mariners of India (CMMI), emphasizing Maritime Training of Seafarers as a critical area of focus. The agreement involves a substantial financial outlay of ₹5 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, HIMT pledged ₹5 crore through an MoU in the field of Faculty development program, marking the 65th such collaboration in this strategic endeavor.

MoU 66 signifies a landmark agreement between the Directorate and HIMT Group of Institutes, focusing on the area of Commencing new courses for seafarers and industry. This collaboration, valued at ₹5 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, JES Automation LLP has entered into an MoU under the category of Alarm monitoring system and engine safety, committing an investment of ₹4 crore.

The 68th MoU was signed with Seven Islands Maritime Training Foundation (SIMTI), targeting the domain of Maritime Training of Seafarers. This partnership, worth ₹3 crore, reflects a shared vision for sustainable maritime development.

A significant MoU was formalized with Bernhard Schulte Shipmanagement (India Pvt. Limited), emphasizing Employment Generation as a critical area of focus. The agreement involves a substantial financial outlay of ₹2 crore, highlighting the scale of ambition.

Demonstrating a forward-thinking approach, Nautical Institute India West Branch (NIIW) pledged ₹1 crore through an MoU in the field of Maritime Training, marking the 70th such collaboration in this strategic endeavor.

MoU 71 signifies a landmark agreement between the Directorate and Asturias Ship Chandlers Pvt Ltd, focusing on the area of Crew Management. This collaboration, valued at ₹0.5 crore, is expected to bring transformative changes to the maritime sector.

In a strategic initiative to enhance maritime capabilities, WMUIA has entered into an MoU under the category of Maritime Training of Seafarers, committing an investment of ₹0.5 crore.

The 73th memorandum of understanding was signed with M/s MSC Crewing Services Pvt. Ltd. India, focusing on the area of Employment Generation 2025. This collaboration is expected to foster mutual growth and innovation in the maritime sector.

In a significant step towards sectoral development, M/s MSC Crewing Services Pvt. Ltd. India entered into a memorandum of understanding centered around Training and Upskill of Seafarers 2025, highlighting a shared vision for capacity building and strategic advancement.

Marking a pivotal collaboration, Anglo-Eastern Ship Management (India) Pvt Ltd formalized a memorandum of understanding in the field of Induction of 700-800 Trainees each year on ships, aiming to enhance operational excellence and knowledge sharing.

The Directorate General of Shipping partnered with Maersk A/S through a memorandum of understanding that emphasizes the importance of Maritime training and ship management in shaping the future of maritime practices and professional development.

The signing of 76 Memoranda of Understanding (MoUs), collectively valued at ₹51,690.26 crore, marks a transformative milestone for the Indian shipping sector. These agreements span a wide spectrum of strategic areas including vessel acquisition, shipyard infrastructure development, maritime training, port operations, and green shipping initiatives. By fostering collaboration between public authorities and private stakeholders, the MoUs are set to catalyze large-scale investments, modernize maritime infrastructure, and significantly enhance India's shipbuilding and repair capabilities. The emphasis on skill development and maritime education will help bridge the talent gap, ensuring a future-ready workforce equipped to navigate the complexities of a rapidly evolving global maritime landscape. Furthermore, the focus on sustainable practices and technological innovation aligns with India's broader vision of becoming a leading maritime nation under the Maritime India Vision 2030

and Amrit Kaal Vision 2047. Collectively, these MoUs are expected to not only boost domestic capacity and employment but also position India as a competitive, resilient, and environmentally responsible player in the global shipping industry.

## **5. Feedback Summary**

Participants expressed strong appreciation for the overall organization and execution of the event, highlighting the seamless coordination of sessions and the thoughtful curation of topics. The thematic focus areas were widely acknowledged as timely and highly relevant, aligning closely with the evolving priorities and challenges of the maritime industry.

Stakeholders commended the clarity and depth of discussions, noting that the sessions facilitated meaningful dialogue and knowledge exchange among industry leaders, policymakers, and technical experts. The event was seen not only as a platform for signing significant Memoranda of Understanding (MoUs) but also as a catalyst for collaborative action and strategic alignment.

A recurring suggestion from participants was the need for structured follow-up mechanisms to ensure that the commitments made through the MoUs translate into tangible outcomes. Many emphasized the importance of establishing a robust monitoring and evaluation framework to track progress, share updates, and address implementation challenges in a timely manner. Regular review meetings, transparent reporting, and stakeholder engagement were recommended as key enablers for sustaining momentum and achieving the intended impact of the initiatives launched during the event.

6. Photographs & Collaterals







*Stakeholders and DG Shipping officials formalize strategic partnerships through MoU signings, marking a pivotal step toward maritime sector transformation*

## **7. Conclusion**

The event culminated with a heartfelt vote of thanks delivered by Dr. Sudhir Kohakade, Deputy Director General of Shipping. In his address, Dr. Kohakade extended sincere gratitude to all participating stakeholders, signatories, and partners for their unwavering support and enthusiastic engagement throughout the proceedings. He emphasized that the Memoranda of Understanding signed during the event are not merely ceremonial gestures, but rather, they represent concrete commitments to shared visions, collaborative innovation, and the collective advancement of India's maritime sector. The closing remarks underscored the strategic importance of these partnerships in steering the nation toward its aspiration of becoming a leading global maritime hub, driven by sustainable growth, technological excellence, and inclusive development.



## STALL VISITS



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# 1. Event Overview

## 1.1 About the event

India Maritime Week (IMW) 2025 was held at Nesco Exhibition Center from 27<sup>th</sup>-31<sup>st</sup> October, 2025, serving as a premier platform for the maritime industry to engage in dialogue, showcase innovations, and explore collaboration opportunities. The Directorate General of Shipping participated actively through representation by the Director General of Shipping (DGS).

## 1.2 Executive Summary:

During IMW 2025, the Director General of Shipping visited several key industry booths to strengthen collaboration with international and domestic maritime stakeholders. The interactions focused on technology partnerships, sustainable shipping practices, and innovations in port operations and digital maritime systems.

## 1.3 Event Highlights

Date	Time	Booth / Organisation	Venue	SPOC / Host	Attendees	Key Takeaways
28th January 2025	1000-1015 hrs	Kongsberg Maritime India Pvt. Ltd.	Norwegian Pavilion, Hall 1	Mr. Harsh Puri, Sales Head	Mr. Shyam Jagannathan (DGS), Ms. Annette Holte (Country Head)	[Discussion on advanced marine automation solutions and potential for collaboration in vessel digitalisation.]
28th January 2025	1015-1030 hrs	Ferdocean Shipping AS	Norwegian Pavilion, Hall 1	Mr. Antrikch Rastogi, Market Advisor, Innovation Norway	Mr. Shyam Jagannathan (DGS), Mr. Hans Erik (CEO), Mr. Runar Nielsen (COO)	[Interaction on sustainable maritime solutions and opportunities for Indian Norwegian cooperation.]



Date	Time	Booth / Organisation	Venue	SPOC / Host	Attendees	Key Takeaways
30th January 2025	1315-1330 hrs	J.M. Baxi Port Specialist Marine Services Pvt. Ltd.	G301-Hall 1	[Mr. Rajnish Khandelwal, CEO]	Mr. Rajnish Khandelwal (CEO), Mr. Sushil Mulchandani (Senior Advisor), Capt. Sanjay Sharma (COO – Agency), Capt. Alpesh (COO – Ports), Mr. Manish Jaiswal (CTO, Portall)	[Discussion on port operations, community systems, and digital trade facilitation.]
30th January 2025	1330-1400 hrs	SHM Group	Hall 3	Mr. Saifuddin Hajee, Chairman	Mr. Alisagar Hajee (Managing Partner)	[Interaction focused on maritime safety equipment and local manufacturing capabilities.]



## 2. Objectives of the Event

### 1.4 Primary objectives

- Promote collaboration with leading international maritime technology providers.
- Explore opportunities for innovation and digitalisation in the shipping ecosystem.
- Strengthen bilateral maritime ties with Norway and key domestic players.

## 3. Event Schedule Snapshot

Date	Time	Activity / Booth Visit	Location
28th Jan	1000-1015 Hrs	Visit to Kongsberg Maritime India Pvt. Ltd.	Norwegian Pavilion, Hall 1
28th Jan	1015-1030 Hrs	Visit to Ferdocean Shipping AS	Norwegian Pavilion, Hall 1
30th Jan	1315-1330 Hrs	Visit to J.M. Baxi Port Specialist Marine Services Pvt. Ltd.	Hall 1
30th Jan	1330-1400 Hrs	Visit to SHM Group	Hall 3

## 4. Photographs s Collaterals





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## 5. Conclusion

The Directorate General of Shipping's participation at IMW 2025 facilitated meaningful engagements with major maritime stakeholders. The interactions provided valuable insights into ongoing technological advancements and paved the way for future collaborations.

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**India–Netherlands Joint Working Group (JWG) on Maritime Cooperation**

**Venue:** NESCO, Mumbai

**Date:** 30 October 2025

**1. Executive Summary**

The India-Netherlands Joint Working Group (JWG) convened as part of the **India Maritime Week 2025** at NESCO, Mumbai. The session underscored the long-standing maritime partnership between India and the Netherlands, which began with the 2008 Memorandum of Understanding (MoU) on port and maritime collaboration.

In 2025, this partnership was renewed and expanded through a new MoU focusing on green corridors, shipbuilding, digitalization, and sustainable inland waterways. Both nations reaffirmed their shared commitment to decarbonization, maritime training, green fuel development, and heritage preservation.

The discussions covered the achievements under the first JWG (October 2023), ongoing projects in inland waterways and green shipping, and future cooperation areas including hydrogen fuel, ship recycling, port digitalization, and maritime heritage exchange.

**1.1 About the Event**

The session was co-chaired by Shri Rajesh Kumar Sinha, **Special Secretary (Ports & Shipping), MoPSW**, and senior Dutch officials from the Ministry of Infrastructure and Water Management, Netherlands.

The Indian delegation also included:

- **Dr. R. Lakshmanan**, Joint Secretary (Sagarmala)
- **Shri Mandeep Singh Randhawa**, Director (Maritime Administration)
- **Shri Dinesh Kumar**, Director (International Cooperation)
- **Shri Aniruddha Chaki**, Deputy Chief Surveyor, DGS

The session reviewed progress made since the **first JWG**, discussed the **Action Taken Report (ATR)**, and set agendas for future collaboration under the **2025 Extended MoU**.

Category	Name / Organization
<b>Indian Delegation</b>	1. Special Secretary, MoPSW - Rajesh Kumar Sinha - Co chair
	2. Joint Secretary, SAGARMALA - R. Lakshmanan (Joint Secretary, Ports, PPP, CS, Sagarmala & IT)
	3. Director MA - - Mandeep Singh Randhawa (Director, MA & MT)
	4. Director IC - - Dinesh Kumar (Director, Ports/Shipping Division)
	5. Deputy Chief Surveyor/ DGS - Aniruddha Chaki (DDG)



Category	Name / Organization
	6. Director Operations/ CSL
<b>Dutch Delegation</b>	<ol style="list-style-type: none"> <li>1. Delegation leader: Ms, Brigit Gijsbers, DG Aviation and Maritime Affairs - Co Chair</li> <li>2. Nabil Taouati, Consul General</li> <li>3. Edwin Kleingeld, Senior Policy Advisor</li> <li>4. Sjoerd Boot, Senior Policy Advisor</li> <li>5. Harrie de Leijer, Advisor of the Ministry</li> <li>6. Amlan Bora, Port of Rotterdam</li> <li>7. Kunal Vora Consulate General</li> <li>8. Richard van Liere, Nestra</li> </ol>
<b>Industry Participation</b>	Cochin Shipyard Ltd. (CSL), Khan Shipyard, Royal Shipyard (Netherlands)
<b>International Cooperation</b>	Netherlands Maritime Institute, Port of Rotterdam, Dutch Dredging Companies
<b>Theme</b>	<b><i>Green Corridors, Shipbuilding, and Maritime Digitalization under Amrit Kaal Vision 2047</i></b>

### 1.2.1 Total Sessions

1. Review of the 2008 MoU and JWG-1 outcomes.
2. Setting agendas and new focus areas for JWG-2.

### 1.2.2 Attendees and Audience Profile

Participants included senior officials from **MoPSW, IWAI, DGS, Dutch Maritime Authorities**, private shipyards, academic institutions, and industry representatives from both nations.

### 1.2.3 Engagement Metrics

Over 15 senior stakeholders participated in person, representing both policy and industry leadership.

### 1.2.4 Demographics of Participants

Delegates represented sectors spanning maritime finance, shipbuilding, training, heritage, digitalization, and green technologies.

### 1.2.5 Key Statistics Snapshot

- **5 collaborative initiatives** discussed under the 2025 Action Plan.
- Bilateral maritime trade engagement valued at **over USD 2 billion**.



## 2. Objectives of the Event

### 2.1 Primary Objectives

- Review progress under the **2008 India–Netherlands Maritime Cooperation MoU**.
- Discuss the **2025 Extended MoU** for future collaboration on **Green Shipping** and **Digitalization**.
- Strengthen partnerships in **shipbuilding, training, heritage, and port infrastructure**.

### 2.2 Specific Focus Areas / Expected Outcomes

- Establish Green Corridors and promote hydrogen-based fuels.
- Enhance training, certification, and dredging design cooperation.
- Advance the National Maritime Heritage Complex (NMHC) through Dutch collaboration.
- Expand shipbuilding and ship recycling capacities under **Amrit Kaal Vision 2047**.

### 2.3 Alignment with Maritime Vision 2030 & Amrit Kaal Vision 2047

The partnership aligns with **Maritime India Vision (MIV) 2030** and **Amrit Kaal Vision 2047** by advancing green shipping, capacity building, and digital integration across maritime operations.

## 3. Event Schedule Snapshot

Item No.	Time	Duration (Minutes)	Activity / Remarks
3001	01:15 pm – 01:20 pm	5	Assembling of participants from both sides & Introduction
3002	01:20 pm – 01:30 pm	10	Opening Remarks by Indian Co-Chair Opening Remarks by Danish Co-Chair
3003	01:30 – 02:25	55	Discussion on Agenda points:  <b>Agenda 1:</b> Discussion on the recently approved schemes for the shipbuilding sector as well as the recently enacted laws by India. (Lead by India: Director MA & Director SBR)  <b>Agenda 2:</b> Green and smart hinterland transport and logistics



			<ul style="list-style-type: none"> <li>● Inland waterways development and management</li> <li>● Multimodal connectivity</li> <li>● Supply chain efficiency and digitalization</li> </ul> <p><b>(Lead by Netherlands)</b></p> <p><b>Agenda 3: Green &amp; Smart Maritime corridors</b></p> <p><b>A. Ports</b> Smart and Sustainable port development</p> <p><b>B. Shipping</b> Green &amp; Green fuel trade lanes (including testing and deployment of zero-emission fuels, market development, production and transport of sustainable fuels)</p> <p><b>(Lead by Netherlands)</b></p> <p><b>Agenda 4:</b> Finalizing artefacts to be displayed in Gallery No. 11 - Arrival of Europeans and discussing the modalities of exchange <b>(Lead by India: JS Sagarmala)</b></p>
<b>3004</b>	02:25 pm – 02:27 pm	2	Vote of Thanks
<b>3005</b>	02:27 – 02:30	3	Conclusion of the Meeting and photographs
		1:15hours	

## 4. Event Highlights

### 4.1 General Introductions

The meeting began with remarks by both co-chairs.

- The **Special Secretary (Ports & Shipping)** outlined new programs and policies under **MoPSW**, including **financial assistance schemes, ship recycling initiatives**, and reforms in shipbuilding finance.
- The **Dutch counterpart** congratulated India on hosting **India Maritime Week 2025**, noted **Prime Minister Modi’s visit**, and celebrated the **extension of the MoU (2025) covering Green and Digital Corridors**. The Netherlands invited the Indian delegation for a reciprocal visit.

### Agenda 1: Action Taken Report (ATR) of JWG-1 (October 2023)



1. Inland Waterways & Dredging – ***Lol signed.*** A feasibility report for a Dredging Training Centre and Programme in Patna was prepared by IWAI and shared in July 2025.
2. Green Shipping & IMO Cooperation – Both sides agreed to collaborate; the Netherlands sought India’s continued support at the IMO MEPC.
3. Cooperation on NMHC – The MoU for the National Maritime Heritage Complex was finalized and signed; a formal exchange is pending.
4. Green Technology – Discussions included Green Corridors, Onshore Power Supply (OPS), and Carbon Capture. India signed an Lol, and a DPR cooperation MoU was concluded between Port of Rotterdam and Indian Port Authorities.
5. Industry Collaboration - Cochin Shipyard Ltd. (CSL) is actively collaborating with several Dutch shipyards on vessel design and innovation.

#### **Netherlands Responses to the ATR points above:**

1. Will provide detailed replies shortly.
2. Expressed disappointment with delays but reaffirmed commitment to expedite cooperation.
3. Preparing to sign pending MoU on NMHC.
4. Will discuss Green Tech cooperation as a major agenda point.
5. Appreciated CSL collaborations.

#### **Agenda 2: Green and Hinterland Connectivity**

- Netherlands: Emphasized the importance of inland waterways and expressed commitment to continue long-term cooperation. Proposed seminars and workshops on AI-based warehouse and logistics optimization tools to improve multimodal efficiency.
- India: Highlighted existing multimodal terminals in Haldia and Varanasi and announced plans to develop multimodal hubs in collaboration with the Netherlands.
- Director (MA): Mentioned the new Coastal Shipping Legislation, which intersects with inland shipping, creating major potential for cargo shift. Welcomed Dutch expertise in training and digitalization.
- Netherlands: Confirmed close cooperation with IWAI, and noted Rotterdam’s heavy reliance on digitalization. They offered to connect Dutch companies specializing in coastal shipping and hinterland connectivity with Indian stakeholders.

#### **Agenda 3: Recently Approved Schemes & Laws**

##### **India’s Interventions:**



- MoPSW has formulated a Four-Pillar Approach—Reform Replacement, Infrastructure & Investment, Technology Development, and Ease of Doing Business—to make India a Top 10 shipbuilding nation by 2030 and Top 5 by 2047.
- Three shipbuilding schemes totalling USD 8 billion were detailed by the Director (Shipping):
  - a. Shipbuilding Financial Assistance Scheme (SBFA)– USD 2.5 billion.
  - b. Ship Recycling Credit Note Scheme– 40% credit value, valid 3 years.
  - c. National Shipbuilding Mission.
- Maritime Development Fund:
  - a. Maritime Investment Fund - blended equity financing.
  - b. Interest Incentivization Fund - debt support mechanism.
- Shipbuilding Development Scheme (4 Components):
  - a. Mega Cluster - 1 million GT/year via SPVs with States.
  - b. Greenfield & Brownfield Support
  - c. Risk Coverage Mechanism.
  - d. Capability Development Programme.
- Training & Human Resource Development: Three national-level programs proposed to meet international standards.
- Legislative Reforms:
  - a. Merchant Shipping Act 2025 – allows OCI/foreign ownership and JV participation, focuses on seafarer welfare and digitalization.
  - b. Coastal Shipping Act 2025 - removes licensing requirements for coastal operations.

**Netherlands:** Appreciated India’s comprehensive update and thanked the delegation.

#### **Agenda 4: Digitalization, New Energies, and Green Transition**

- The Netherlands described its digital customs ecosystem, where data is decentralized and securely managed, noting that the Green & Digital MoU (2025) marks a major step forward.
- Hydrogen Corridor Collaboration: Both sides acknowledged its relevance; India highlighted Kandla and Tuticorin as emerging hydrogen hubs.
- The Netherlands shared experience from European Zero Emission Routes like the **North Sea Route**, encouraging India to develop similar models.
- India presented its National Green Hydrogen Mission and alternate fuels strategy, emphasizing readiness for green energy transition.
- Discussions also covered training and certification for dredger operators, currently outside STCW scope, where Dutch expertise could be valuable.
- Both sides noted the potential to extend learnings from India-Dubai Green Corridors to India-Rotterdam virtual corridors.
- Mutual recognition for IWAI seafarers under STCW equivalence for European inland shipping was briefly discussed.

#### **Agenda 5: Artefacts for the National Maritime Heritage Complex**



- **India:** Identified Dutch museums such as the Royal Maritime Museum (Rotterdam) for collaboration and sought sharing of artefacts depicting European arrivals in India, Dutch settlements, and traditional shipbuilding techniques.
- **Netherlands:** Congratulated India on the progress of Lothal NMHC, praised its scale, and proposed a Working Group on heritage exchanges. They also suggested incorporating exhibits on Women in Maritime, inspired by the Rotterdam museum’s exhibition, featuring Indian women achievers in seafaring and design.

## 5. Outcomes & Key Takeaways

- Renewal of India-Netherlands MoU (2025) on Maritime Cooperation.
- Five focus areas established: Training, Heritage, Green Tech, Shipbuilding, and Digitalization.
- Dutch commitment to support inland waterway optimization and multimodal logistics.
- Indian presentation of USD 20 billion+ investment roadmap for shipbuilding and financing.
- Agreement on Maritime Heritage Museum Collaboration between Rotterdam and Lothal.
- Shared vision for net-zero emissions and green hydrogen deployment.

## 6. Feedback Summary

Dutch delegates appreciated India’s reform momentum but requested faster implementation and enhanced regulatory clarity.

Indian delegates recognized Dutch leadership in digital port ecosystems and green **innovation**, viewing them as essential enablers for achieving **Amrit Kaal Vision 2047**.

## 7. Photographs & Collaterals



## 8. Conclusion

The India-Netherlands JWG 2025 marked a major milestone in bilateral maritime cooperation.

The dialogue strengthened collaboration in shipbuilding, green technology, heritage preservation, and digitalization, reflecting a shared maritime legacy and a collective vision for a sustainable, connected, and technologically advanced maritime future.



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**SESSION REPORT ON  
BILATERAL SESSION ON “SEAS OF OPPORTUNITY: INDIA–NETHERLANDS  
COLLABORATION FOR A SUSTAINABLE MARITIME WORLD”  
INDIA MARITIME WEEK 2025**

**Venue :** Barents Sea, Hall 4, Bombay Exhibition Centre (NESCO), Goregaon, Mumbai

**Date :** October 29, 2025

**Time :** 1000HRS

**Organized by:** Consulate General of the Kingdom of the Netherlands, Mumbai in collaboration with National Centre of Excellence on Green Ports and Shipping (NCoEGPS)

## **1. Executive Summary**

### **1.1 About the Event**

As part of **India Maritime Week (IMW) 2025**, a flagship event of the Ministry of Ports, Shipping and Waterways (MoPSW) held from 27 to 31 October 2025 at the Bombay Exhibition Centre, Goregaon, Mumbai, a high-level bilateral session titled “Seas of Opportunity: India-Netherlands Collaboration for a Sustainable Maritime World” was convened on 29 October 2025. The session was jointly organised by the Consulate General of the Kingdom of the Netherlands, Mumbai and the National Centre of Excellence for Green Ports and Shipping (NCoEGPS) under MoPSW.

Anchored in the overarching IMW 2025 theme “**Uniting Oceans, One Maritime Vision,**” the bilateral session reflected the shared commitment of India and the Netherlands to advance sustainable maritime development and accelerate the global transition toward a low-carbon, digitally enabled blue economy. The dialogue brought together senior policymakers, port authorities, industry leaders, technology innovators, and research institutions from both nations to identify practical pathways for joint action.

Moderated by Shri Satish Kamath, Deputy Chief Surveyor-cum-Senior Deputy Director General (Technical), Directorate General of Shipping, the session featured two interlinked thematic segments—Zero-Emission Maritime Transport and Smart and Sustainable Port Development—which were discussed through a single integrated round-table owing to the revised 90-minute format. The discussions underscored both countries’ converging strengths in green-fuel innovation, port digitalisation, and climate-resilient infrastructure, setting the stage for future Indo-Dutch collaborations in technology transfer, capacity building, and pilot projects.



## 1.2 Event Highlights

### Opening Remarks :

**India :** Shri Shyam Jagannathan, IAS, Director General of Shipping, Govt of India

**Netherlands :** Mr. Edwin Kleingeld, Senior Policy Advisor, Maritime Affairs, Ministry of Infrastructure and Water Management, Netherlands

**Moderator :** Shri Satish Kamath, Deputy Chief Surveyor cum Sr. Deputy Director Generalat(Technical), Directorate General of Shipping, Govt of India

### Panel Representation:

	<b>Name</b>	<b>Designation</b>	<b>Organization</b>
<b>India</b>	Shri Shyam Jagannathan, IAS	Director General of Shipping	Directorate General of Shipping, Govt of India
	Capt. Shantanu Raje	General Manager- Emissions	GeoServe Energy Transport DMCC
	Mr Vishal Phanse	Co-Founder & CEO	Stramba Bluetech International
	Capt. Sunil Chand Panigrahy	Director, Mumbai Port Campus	Indian Maritime University
	Mr Sanjay Sethi	Add. Chief Secretary, Transport and Ports	Maharastra Maritime Board
	Mr Jagabanta Ningthoujam	Director	RMI
	Mr Ankur Malyan	Manager	RMI
	Ms Revathi Rambhatla	Fellow	NCOEGPS
	Capt. K. Sridharma Sastha	Port Officer	Andhra Pradesh Maritime Board
<b>Netherlands</b>	Mr Edwin Kleingeld	Senior Policy Advisor	Ministry of Infrastructure and Water Management, Kingdom of Netherlands
	Mr Frank Kho	Managing Director - EMEA	ATAI Labs



	Mr Gangadhar Gude	Co Founder	ATAI Labs
	Mr Krishna Prasad	Director	Boskalis
	Ms Noortje van Sambeek	Founder & Innovation Expert	Innovation North Consultancy
	Mr Bart Rumes	Commercial Manager	Boskalis
	Mr Guilhem Gaillarde	Manager Ships	MARIN
	Mr Richard van Liere	Partner	Nestra
	Mr Harrie de Leijer	Partner	Nestra
	Mr Amlan Bora	Chief Representative South Asia	Port of Rotterdam
	Hari Dattatreya	Senior Vice President	Royal Vopak

**1.2.1 Total Round Table Discussion: 1** (Both Topics clubbed in Single Round Table due to Time Constraints)

### 1.2.2 Attendees and Audience Profile

Total Participants : 20

The Indo-Dutch Bilateral Session on “Seas of Opportunity: India-Netherlands Collaboration for a Sustainable Maritime World” was conducted as a closed-door roundtable, with no public audience, to facilitate focused, outcome-oriented discussions among key stakeholders from both nations.

The session brought together senior representatives from government agencies, port authorities, industry leaders, technology innovators, academic institutions, and maritime solution providers, reflecting a balanced mix of policy, operational, and technical expertise. The interaction fostered a constructive exchange of ideas on advancing green-fuel ecosystems, sustainable port infrastructure, and collaborative technology deployment between India and the Netherlands.



The session witnessed a diverse range of participants from both public and private sectors, highlighting the multi-dimensional collaboration between India and the Netherlands across policy, innovation, infrastructure, and finance within the maritime domain

## 2. Objectives of the Event

### 2.1 Primary Objectives

The primary objective of the Indo - Dutch Bilateral Session on “Seas of Opportunity: India - Netherlands Collaboration for a Sustainable Maritime World” was to strengthen maritime cooperation between India and the Netherlands through focused dialogue on sustainable shipping and smart port development. The session aimed to translate shared ambitions for decarbonisation, digitalisation, and climate resilience into concrete collaborative initiatives, pilot projects, and knowledge partnerships.

Aligned with the *Maritime India Vision (MIV) 2030* and *Maritime Amrit Kaal Vision (MAKV) 2047*, the bilateral engagement sought to:

- Reinforce both nations’ commitment to net-zero maritime transport and green port ecosystems.
- Promote joint innovation, research, and capacity building across alternate fuels, vessel retrofitting, digitalisation, and port automation.
- Facilitate technology transfer and policy alignment through structured cooperation mechanisms and institutional linkages.
- Identify potential lighthouse projects that could serve as demonstration models for zero-emission shipping and sustainable port infrastructure in the Indo-Dutch maritime corridor.

Through this focused roundtable, the event positioned India and the Netherlands as natural partners in shaping a greener, smarter, and more resilient global maritime future.

### 2.2 Specific Focus Areas / Expected Outcomes

The bilateral session centred on two interconnected thematic pillars ie. **Zero-Emission Maritime Transport** and **Smart and Sustainable Port Development**, that together defines the strategic direction of Indo-Dutch maritime cooperation. The discussions sought to identify tangible pathways and pilot collaborations capable of accelerating both nations’ transition toward a low-carbon, digitally enabled maritime ecosystem. The deliberations and expected outcomes were focused on the following areas:



## **Zero-Emission Maritime Transport :**

- **Green-Fuel Ecosystems:** Exploration of pathways for adoption of green hydrogen, ammonia, and bio-based fuels through joint R&D, infrastructure development, and demonstration projects such as the proposed Rotterdam-VOC Green Corridor.
- **Vessel Electrification and Retrofitting:** Encouraging technology transfer and co-development of hybrid and fully electric vessels, with emphasis on battery-hybrid systems for short-sea and inland waterway operations.
- **Shore Power and Port Electrification:** Mainstreaming shore-power readiness and renewable-energy integration at Indian ports, inspired by successful Dutch microgrid models.
- **Policy Alignment and Certification:** Harmonising safety, certification, and incentive frameworks for green vessels and alternate fuels to ensure interoperability and regulatory coherence.
- **Finance and Incentivisation:** Identifying mechanisms such as green bonds, carbon credits, and viability-gap funding to de-risk investments in low-carbon shipping.

## **Smart and Sustainable Port Development :**

- **Digitalisation and Smart Systems:** Promoting deployment of digital twins, AI-based traffic management, and predictive analytics to optimise port energy consumption, turnaround time, and emission monitoring.
- **Green Port Infrastructure:** Encouraging renewable integration, green-tug deployment, low-emission dredging, and circular-economy practices within Indian ports, aligned with the Green Ports initiative under *MIV 2030*.
- **Waste Management and Circular Economy:** Adoption of Dutch best practices in waste segregation, reuse of dredged material, and on-site waste-to-energy solutions.
- **Joint Lighthouse Projects:** Development of Indo-Dutch demonstration ports showcasing integrated renewable systems, digitalisation, and emission-reduction technologies.
- **Capacity Building and Knowledge Exchange:** Establishing structured academic and professional exchange programmes between maritime institutes of both nations for training in alternate fuels, port digitalisation, and sustainability management.



### 2.3 Alignment with MIV 2030 & MAKV 2047

The discussions and collaborative outcomes of the Indo - Dutch Bilateral Session on “Seas of Opportunity: India - Netherlands Collaboration for a Sustainable Maritime World” directly support the strategic objectives of both the Maritime India Vision (MIV) 2030 and the Maritime Amrit Kaal Vision (MAKV) 2047.

The session’s focus on decarbonization, port digitalization, and international collaboration reflects the transformative priorities envisioned under these long-term national frameworks.

Vision Pillar	Alignment through the Bilateral Session
<b>Green &amp; Sustainable Maritime Growth</b>	Strengthened Indo-Dutch cooperation on green fuels, shore-power readiness, and zero-emission shipping aligns with MIV 2030’s green-port and sustainable-shipping targets, and supports India’s Net-Zero 2070 roadmap under MAKV 2047.
<b>Port-Led Development</b>	Collaborative models for smart and sustainable port infrastructure, including renewable integration, digital twins, and green-tug deployment, contribute to the development of next-generation ports envisioned under MIV 2030.
<b>Shipping and Shipbuilding</b>	Joint exploration of vessel retrofitting, hybrid propulsion, and clean-fuel certification complements India’s goals to enhance domestic shipbuilding capabilities and promote clean-technology adoption.
<b>Seamless Logistics &amp; Digitalisation</b>	Focus on digitalisation, data-sharing standards, and AI-driven optimisation in ports reflects the digital transformation objectives of MIV 2030, improving efficiency and reducing operational emissions.
<b>Maritime Skill Development &amp; Knowledge Exchange</b>	The session’s emphasis on capacity building, research partnerships, and academic linkages between Indian and Dutch maritime institutions directly advances MAKV 2047’s vision for globally competitive maritime human capital.
<b>International Collaboration &amp; Blue Economy</b>	The dialogue reinforced India’s positioning as a key global partner in sustainable maritime development, promoting knowledge exchange, investment, and joint innovation in alignment with MAKV 2047’s international cooperation goals.

### 3. Event Schedule Snapshot



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Date : 29th October 2025  
Time : 1000 HRS - 1130 HRS  
Session : Bilateral Session On “Seas Of Opportunity: India-Netherlands Collaboration For a Sustainable Maritime World”

#### **Schedule of Proceedings:**

1. Opening Remarks from India’s side by Shri Shyam Jagannathan, IAS, Director General of Shipping
2. Opening Remarks from Netherlands’s side by Mr Edwin Kleingeld, Senior Policy Advisor, Ministry of Infrastructure and Water Management, Kingdom of Netherlands
3. Opening Remarks by the Moderator and Commencement of Round Table Discussion.
4. Concluding Remarks and Session Closing by Moderator.

#### **4. Event Highlights**

The Indo-Dutch Bilateral Session on “Seas of Opportunity: India-Netherlands Collaboration for a Sustainable Maritime World”, held on 29 October 2025 during **India Maritime Week 2025**, served as a key platform for dialogue on sustainable shipping and green port development between India and the Netherlands. While no formal announcements were made, the session was marked by substantive and technical discussions that outlined a shared roadmap for Indo-Dutch cooperation in maritime decarbonisation and digitalisation. Moderated by Shri Satish Kamath, Deputy Chief Surveyor-cum-Senior DDG (Technical), Directorate General of Shipping, the 90-minute roundtable merged two thematic segments – **Zero-Emission Maritime Transport** and **Smart and Sustainable Port Development** – into a single, outcome-oriented discussion.

Key highlights and discussion threads included the following:

##### **Strengthening India–Netherlands Maritime Partnership**

The dialogue reaffirmed the long-standing maritime partnership between India and the Netherlands, built on shared priorities of sustainability, innovation, and global collaboration. Both sides emphasised the need for **practical cooperation frameworks** that translate policy commitments into real-world pilot projects and technology demonstrations.



### **Green Fuel and Energy Transition**

Significant opportunities were identified for developing a green-fuel value chain through coordinated research, infrastructure development, and policy alignment.

- The **Andhra Pradesh Maritime Board** referred to the **green ammonia project** being developed by **AM Green** at **Kakinada**, in partnership with the **Port of Rotterdam**, with an initial production capacity of **2 million tonnes** and plans to scale up to **5 million tonnes by 2027**.
- Discussions focused on **hydrogen and ammonia** as next-generation maritime fuels, addressing challenges related to **energy density, logistics, and scalability**, and highlighting the importance of establishing **common safety, handling, and certification standards**.
- Participants emphasised that **shore-power readiness, renewable-energy integration, and grid reliability** should be embedded into port master planning as key enablers of zero-emission shipping.

### **Smart Port Infrastructure and Digitalisation**

Deliberations explored Dutch innovations in **digital twins, predictive analytics, and port microgrid systems** that can inform India’s green port transformation.

- **GeoServe Energy Transport** shared insights on AI-driven optimisation of vessel operations, while **ATAI Labs** highlighted machine-learning models for reducing unproductive port movements.
- Dutch participants from **Boskalis, MARIN, and Nestra** elaborated on renewable integration and digital infrastructure upgrades underway in the Netherlands, proposing joint Indo-Dutch pilot demonstrations at select Indian ports.
- **Ms Noortje van Sambeek, Founder & Innovation Expert, Innovation North Consultancy**, emphasised the need to align **logistics efficiency, technology foresight, and innovation ecosystems** between the Netherlands and India. She underscored the importance of identifying the right technologies for Indian ports through sustained **bilateral innovation dialogues and knowledge exchange sessions**.

### **Circular Economy and Green Operations**

Experts discussed best practices for **green dredging, waste-to-energy conversion, and recycling of dredged materials** in port ecosystems. Dutch experience in **port-based microgrids and circular reuse** was highlighted as a model adaptable to Indian conditions. The discussions also noted the potential for **Port Innovation Labs** to promote technology co-development in emission monitoring and port automation.



## **Policy, Financing, and Governance Models**

The dialogue underlined the importance of **integrated policy frameworks and financial mechanisms** to drive the maritime green transition.

- Participants explored the role of **green bonds, blended finance, and carbon-credit mechanisms** to de-risk investments in clean shipping and sustainable port projects.
- Governance models emphasising **public–private partnerships and joint working groups** were proposed to align policy, financing, and implementation across both nations.

## **Capacity Building and Knowledge Exchange**

Both sides underscored the value of establishing **structured academic and technical exchanges** between Indian maritime institutions (such as IMU and NCoEGPS) and Dutch universities and port academies. These collaborations would enable joint training programmes on green fuels, port digitalisation, and emission management, thereby nurturing the next generation of maritime professionals aligned with global sustainability standards.

## **Sectoral Highlights :**

The bilateral session saw representation from a wide spectrum of stakeholders across the Indian and Dutch maritime ecosystems. Their participation reflected the shared commitment of both nations to advance sustainable shipping, clean-fuel infrastructure, and digital port transformation.

## **Government and Policy Institutions**

- **Director General of Shipping (India)** : Presented India’s comprehensive roadmap for **green and digital maritime transformation** under the upcoming **National Green Shipping Policy (NGSP), Maritime India Vision 2030** and Maritime Amrit Kaal Vision 2047, highlighting initiatives on **alternate fuels, shore-power integration, green-corridor development, ship recycling, and sustainability indexing**.
- **Senior Policy Advisor, Ministry of Infrastructure and Water Management, Kingdom of Netherlands** : Led the Dutch delegation and reaffirmed the Netherlands’ commitment to advancing maritime sustainability through policy alignment, investment partnerships, and knowledge exchange.
- **Maharashtra Maritime Board and Andhra Pradesh Maritime Board** : Shared insights on coastal infrastructure, port development, and upcoming green-fuel



initiatives, including the **AM Green ammonia project at Kakinada**, being developed in partnership with the **Port of Rotterdam**.

### Industry and Technology Leaders

- **AM Green** (as mentioned by representative from Andhra Pradesh Maritime Board) : Developer of India’s upcoming large-scale **green ammonia facility in Kakinada** in collaboration with the **Port of Rotterdam**, aimed at establishing a cross-border green-fuel supply chain.
- **GeoServe Energy Transport DMCC** : Highlighted fleet-emission optimisation and digital performance analytics for advancing zero-emission shipping.
- **Stramba Bluetech International** : Brought perspectives on data-driven maritime innovation and smart operational technologies. Focus on Wind Assisted Propulsion Systems(WAPS)
- **ATAI Labs** : Mentioned **AI and machine-learning models** to improve port traffic efficiency and turnaround times.
- **Boskalis, MARIN, and Nestra** – Shared Dutch expertise in **green dredging, renewable integration, and digital port infrastructure**, with proposals for joint pilot projects and technology demonstrations.
- **Royal Vopak** : Represented global industry leaders in port operations, fuel logistics, and bunkering solutions, contributing to discussions on sustainable maritime value chains.

### Knowledge and Research Organisations

- **National Centre of Excellence for Green Ports and Shipping (NCoEGPS)** : Served as the knowledge and coordination partner, anchoring Indo-Dutch cooperation on green-fuel and sustainable-port initiatives.
- **RMI (Rocky Mountain Institute)** : Shared insights on decarbonisation frameworks and pre-feasibility work for **Green Corridors**, including the proposed **Rotterdam–VOC route**.
- **Indian Maritime University (IMU)** : Contributed academic perspectives on capacity building, curriculum development, and technical training for emerging maritime technologies.
- **Port of Rotterdam** : Shared operational best practices and models for renewable integration, green-bunkering terminals, and zero-emission corridor development.

### Finance, Consultancy, and Advisory Entities



Highlights were presented on the role of private capital mobilisation, integrated logistics networks, and digital infrastructure in supporting India’s maritime decarbonisation and port modernisation goals.

## 5. Communication & Media Outreach

- **Media Coverage:**  
The session was covered by IMW Media Team.
- **Public Advisory:**  
Mumbai Police and local media issued advance traffic and crowd advisories to facilitate smooth movement around the Bombay Exhibition Centre (IMW 2025 Venue).

## 6. Outcomes & Key Takeaways

The Indo - Dutch Bilateral Session on “Seas of Opportunity: India - Netherlands Collaboration for a Sustainable Maritime World” marked a significant step in advancing collaborative action between the two nations toward sustainable, smart, and resilient maritime systems.

While no formal announcements were made, the discussions generated broad consensus and identified clear directions for future cooperation.

### **Strengthened Bilateral Maritime Cooperation**

India and the Netherlands reaffirmed their shared maritime vision centred on sustainability, innovation, and clean energy transition. Both sides expressed readiness to institutionalise collaboration through structured working groups, policy dialogues, and pilot projects to translate policy intent into implementation.

### **Advancement of Green-Fuel Ecosystems**

The dialogue highlighted the strategic importance of hydrogen, ammonia, and methanol as core fuels for the global maritime transition. Participants agreed that India’s cost



advantage in renewable energy positions it as a future green-fuel export hub, while the Netherlands can contribute expertise in bunkering, certification, and fuel logistics.

### **Pathways for Smart and Sustainable Ports**

The session underscored the need for digital transformation and energy-efficient port operations. Emphasis was placed on adopting digital twins, predictive analytics, and microgrid-based power systems for improving efficiency and reducing emissions in Indian ports, drawing from the Dutch port model of climate resilience and automation.

### **Policy and Financing Alignment**

Participants called for closer coordination in policy harmonisation and financial innovation to accelerate decarbonisation. Mechanisms such as green bonds, blended-finance instruments, and PPP models were recognised as essential to support large-scale investment in green infrastructure and vessel retrofitting.

### **Capacity Building and Knowledge Exchange**

Both sides identified joint research, training, and academic exchange as central to sustaining the Indo - Dutch partnership. Maritime institutions from both countries will explore development of joint curricula and training programmes on alternate fuels, port electrification, and sustainability management.

### **Industry Engagement and Technology Collaboration**

Private-sector participants from both nations committed to continued engagement through joint feasibility studies, innovation workshops, and demonstration projects in areas such as shore power, hybrid tugs, digital optimisation, and circular waste management.

### **Alignment with Global and National Visions**

The outcomes of the session align with India’s strategic maritime frameworks, ***Maritime India Vision 2030*** and ***Maritime Amrit Kaal Vision 2047***, while also supporting the IMO’s ***Net Zero 2050*** ambition.

Together, these outcomes reflect a shared resolve to position the India-Netherlands partnership as a model of international cooperation in maritime decarbonisation, port sustainability, and technological innovation.



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## 7. Feedback Summary

The Indo - Dutch Bilateral Session received highly positive feedback from both Indian and Dutch participants for its well-structured format, balanced representation, and substantive technical discussions. Delegates appreciated that the roundtable encouraged open and solution-oriented dialogue, enabling meaningful exchange of ideas on sustainable shipping, alternate fuels, and digital port systems.

Participants commended the session’s focused and outcome-driven approach, noting that it effectively bridged policy and implementation perspectives across governments, industry, and academia. The quality of moderation and the clarity of thematic segmentation — combining ***Zero-Emission Maritime Transport*** and ***Smart and Sustainable Port Development*** — were particularly appreciated.

Both delegations acknowledged the excellent coordination and logistical arrangements during India Maritime Week 2025, which facilitated smooth participation and effective bilateral engagement. Dutch participants also expressed appreciation for India’s leadership in green shipping initiatives under the upcoming ***National Green Shipping Policy (NGSP)*** and welcomed opportunities for continued collaboration through structured working groups and demonstration projects.

Overall, the session was viewed as a valuable platform for knowledge exchange and partnership-building, reinforcing the credibility of India’s maritime reforms and the Netherlands’ role as a global partner in innovation and sustainability.

### 8. Photographs





## 9. Conclusion

The Indo - Dutch Bilateral Session on “Seas of Opportunity: India - Netherlands Collaboration for a Sustainable Maritime World” was a significant milestone in advancing India’s international maritime partnerships under the **Maritime India Vision 2030** and **Maritime Amrit Kaal Vision 2047**. The session reaffirmed the shared resolve of both nations to build a cleaner, smarter, and more resilient maritime future through coordinated policy action, technological collaboration, and capacity development.

The deliberations underscored a pragmatic approach to achieving maritime decarbonisation — linking green-fuel adoption, digitalisation, and sustainable port development into a unified cooperation framework. With India emerging as a cost-competitive producer of green fuels and the Netherlands contributing its global leadership in smart ports, logistics, and innovation ecosystems, the partnership holds immense potential for joint leadership in global maritime sustainability.

The outcomes of this dialogue go beyond policy intent; they lay the foundation for implementable pilot projects, research linkages, and structured working groups that will shape the Indo-Dutch cooperation agenda in the coming decade. Effective follow-through, regular institutional engagement, and continued industry



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participation will be key to transforming this collaboration into a long-term partnership, one that not only supports national goals but also contributes to the collective global mission of net-zero and inclusive blue-economy growth.

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## DG Shipping Pavilion

The Directorate General of Shipping (DGS), under the Ministry of Ports, Shipping and Waterways (MoPSW), successfully participated in India Maritime Week 2025 (IMW 2025) held at the Bombay Exhibition Centre, Mumbai. The Pavilion, located at Stall No. 42, Hall 1, spanned approximately 120 square metres and served as a dynamic platform with over 10+ videos to showcase India's maritime transformation journey and DGS's 75-year legacy (1949-2025).

Curated around twelve integrated thematic zones, the Pavilion highlighted DGS's statutory, developmental, and international mandates. It aligned with the IMW 2025 theme:

**“Uniting Oceans, One Maritime Vision.”**

The Pavilion was designed to:

- Demonstrate DGS's role as India's apex maritime administration driving Safe, Secure, Green, and Smart Shipping.
- Celebrate 75 Years of Sea and Service, capturing India's maritime evolution through archival content and modern digital experiences.
- Facilitate international collaboration and engagement among maritime stakeholders.
- Create a technologically advanced, environmentally conscious, and interactive exhibition experience aligned with **Maritime India Vision 2030** and **Amrit Kaal 2047**.





The Pavilion attracted over 500+ visitors, including senior officials from MoPSW, as well as delegates from Norway, Russia, and Denmark. CEOs and representatives from leading global maritime firms engaged with the Directorate to explore avenues for policy collaboration, green shipping partnerships, and digital maritime governance.

The Pavilion was widely appreciated for its innovation-driven exhibits, interactive technology integration, and strong messaging on sustainability and safety. Daily coverage in the social media amplified its digital outreach.

### **1. Digital Transformation & E-Governance**

Showcasing India's maritime digitalization journey through the E-Samudra kiosk, blockchain-based certification, and advanced data analytics dashboards, this zone highlighted the Directorate's initiatives in enhancing transparency, efficiency, and governance. It underscored the adoption of cutting-edge technologies to streamline processes and facilitate a connected maritime ecosystem.

### **2. Maritime Education, Training & Certification**

Featuring immersive VR simulators, STCW reform exhibits, and a dedicated Women-in-Maritime gallery, this section underscored the commitment to inclusivity, competency development, and capacity building for seafarers. The zone also emphasized efforts to bridge skill gaps and promote gender diversity across maritime domains.

### **3. Safety**

Demonstrating advanced tools like MMDAC and real-time NavIC integration systems in collaboration with ISRO, this theme emphasized the Directorate's commitment to navigational safety, ship inspections, and compliance assurance. It also showcased frameworks ensuring ship and crew safety at sea.

### **4. Security & Domain Awareness**

The DGCOMM modules and maritime domain awareness systems showcased India's capability in monitoring and securing its maritime zones, reflecting the nation's proactive approach to maritime security and its preparedness to address emerging threats.

### **5. Crisis & Maritime Casualty Management**

Highlighting real-time emergency response mechanisms, CMG operation displays, and anti-piracy simulation setups, this zone emphasized India's robust crisis preparedness, response capabilities, and inter-agency coordination mechanisms in handling maritime casualties.

### **6. Seafarer Welfare & Social Protection**

Dedicated to India's seafarers, this zone presented welfare kiosks, crew compliance portals, and mental health initiatives, reaffirming the Directorate's role in ensuring the dignity, protection, and well-being of Indian seafarers globally.

## 7. Green Shipping & Sustainability

Demonstrating India’s commitment to decarbonization and cleaner oceans, this section featured ship-recycling models compliant with the Hong Kong Convention and exhibits on Swachh Sagar initiatives, underlining sustainable practices, green port management, and eco-friendly ship operations.

## 8. Flag & Port State Administration

Digital dashboards highlighting SOLAS compliance, registration systems, and safety audit frameworks reflect transparency and modernization in ship registration, inspection regimes, and overall governance frameworks. Exhibiting MARPOL compliance monitoring tools and inspection analytics, this theme reinforced India’s leadership in ensuring maritime environmental standards, operational integrity, and pollution prevention mechanisms.

## 9. Coastal & Inland Connectivity

With 3D models of coastal shipping routes, integrated multimodal maps, and cross-border linkages, this section highlighted the growth of India’s coastal and inland waterways and their strategic role in promoting trade, logistics efficiency, and regional integration.

## 10. International Engagement & Maritime Diplomacy

This zone illustrated India’s proactive participation in global maritime organizations such as IMO, IOPC, and BIMSTEC, emphasizing cooperative governance, regional collaboration, and India’s leadership in shaping the global maritime agenda.

## 11. 75 Years of DG Shipping – Maritime Legacy Zone

Offering an evocative journey through the Directorate’s evolution (1949-2025), this immersive section featured a 360-degree video room, archival footage, and an interactive digital timeline, celebrating 75 years of maritime excellence and visionary leadership in the Indian maritime sector.



## 12. Shipbuilding & Ship Recycling Showcase

A dedicated exhibit displayed models compliant with the Hong Kong Convention, highlighting sustainable shipbuilding and green recycling practices aligned with India's national decarbonization vision and global environmental standards. These models emphasized lifecycle management of ships and India's readiness to be a global leader in sustainable ship recycling.



## Mezzanine Floor: Global Maritime Collaboration

The mezzanine floor served as a strategic meeting lounge, providing an ideal space for strengthening bilateral and multilateral ties. It hosted interactions with international delegations from Norway, Russia, and Denmark, as well as CEOs of leading global maritime firms. The space fostered meaningful dialogue on cooperation, innovation, and future partnerships, positioning the Directorate General of Shipping as a focal point for international maritime collaboration.



## Outcomes & Impact

The DG Shipping Pavilion effectively:

- Projected India's maritime governance leadership at a global platform.
- Reinforced India's 75-year maritime legacy and ongoing modernization efforts.
- Strengthened bilateral and multilateral maritime partnerships.
- Demonstrated commitment to sustainability, digitalization, and safety.
- Enhanced DGS's public visibility and stakeholder engagement through on-site and digital outreach.



## Conclusion

The DG Shipping Pavilion at IMW 2025 successfully encapsulated India's maritime transformation, celebrating 75 Years of Sea and Service. With a balanced focus on innovation, inclusivity, and sustainability, the Pavilion positioned the Directorate as a global exemplar of safe, secure, and green shipping, aligned with India's vision for 2047.